









## Intimations.

Powell's

ALEXANDRA

BUILDINGS.

LADIES' FOOTWEAR.

Comfort, Elegance, and Durability combined with MODERATE PRICES.

We have a Stock exceeding 2,000 pairs of Boots and Shoes and can suit all tastes and requirements.

OUR SPECIAL SHOE

is the

"VITWELL"

which name is stamped on the waist of each Shoe.

WALKING SHOES, \$6.25 to \$13.00 pair.

DRESSY SHOES, for afternoon wear, \$4.50 to \$18.50 pair.

SMART SHOES, for evening wear, \$7.00 to \$18.50 pair.

INSPECTION INVITED.

POWELL'S HONGKONG.

Hongkong, 18th October, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS, SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAIN), HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC BYE-LAWS (as amended), every Domestic Building or part of such building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of September and October.

M.H.—The word "Throughout" used in this notice means that the Houses should be Limewashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limewashed up to the level of the first floor.

Cared, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West.

Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kau-lung.

G. A. WOODCOCK, Secretary.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS, Secretary.

Hongkong, 6th July, 1906. [709]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 2nd October, 1906. [53]

## CURE OF CHRONIC INEBRIETY.

Chronic inebriety can be cured if it has not already produced serious mental or physical degeneration. But it is only curable when the victim aids in the cure. We can destroy the craving; we can make it as easy for the victim to abstain as if he had never touched liquor. But if he will not abstain of his own free will, if he is too much of a fool to realize that he is better off sober than drunk; nothing will save him but confinement for life. After recovery his first drink must be deliberate as a boy's first cigarette. But with the first drink, or the first few drinks, back comes the craving with its old fury.

The first requisite of a cure is absolute restraint. There is no home cure, no magic powder to drop in the drunkard's coffee (provided he condescends to coffee). The cure is a matter of hygiene, not of medicine. It depends on wholesome out-door life and mental stimulus, on time, more time and again time. And while these are working the inebriate must be secluded in a well-guarded sanatorium or colony, for nothing but physical restraint will withstand the craving during the first months of abstinence.

First there must be restoration for the weakened body with its need of stimulant; air, exercise, sleep, plenty of good food at frequent intervals, precaution against fatigue or hunger, for every discomfirt or depression tends at first to reawaken the craving. These will restore physical trim, but in most cases they will not suffice if the mind is left in the irritable, depressed state that demands stimulants, and the well in the rusty lassitude of long indulgence. The mental life of the victim must be made as vigorous as his physical life. He must be interested, given a change of surroundings, kept active and alert. His initiative and ambition must be awakened. He must be encouraged to think for himself; educated into responsibility and self control. Change of scene, occupation and amusement will do much of this. The rest depends on the personal equation, the ability and insight of the director of the sanatorium, the skill and care with which he diagnoses and prescribes for the mental condition of each patient, and the interest, sympathy and activity that he can evoke. He is in the position of a teacher, or rather of a head-master, as much as in that of a physician. — *American Magazine*.

## LABOUR FOR CANAL BUILDING.

Charles Yip Tin, a wealthy Chinese, with a Western education and a taste for the exploitation of large projects on the American fashion, is visiting this country, apparently to see just how our Morgans and Hills and Harrimans do the trick, says the *San Francisco Chronicle*. Mr. Tin is reported as saying, in conversation, that he did not think we could get any Chinese to build the canal, and that it was necessary to sacrifice a great number of lives in a bad climate in order that we might make money out of the ditch, the best thing for us was to put some of our own people on the job. That was a very natural remark for an Americanized Chinese to make, if he were moved by some sentimental feeling for the dignity of his country and the welfare of his countrymen, but sentiment of that kind is very rare among Chinese, and can hardly be supposed to exist in a wealthy Chinese financier and promoter. If Mr. Tin was correctly reported, he may have the idea of taking a contract himself to build the canal, and therefore would naturally be difficult of securing Chinese labour. He probably thinks he could easily get it himself, especially we have, by the expenditure of immense sums, made the canal zone one of the most salubrious of tropical countries.

There will be no trouble in getting all the Chinese labour that may be desired; if that becomes necessary, and the Chinese coolie, by ages of natural selection, has been developed into the most reliable labourer in the world. He works well and thrives in almost any climate. We do not want them in America, so matter how valuable their labour, for our workmen can only compete with them in certain classes of work by adopting their standard of life, which is unthinkable. But our workmen will not go either to the canal zone or to any other tropical country, and we cannot imagine why any of them should object to the employment of Chinese to do work which they will not do in a colony in which they will not go. The American workman cannot drink a glass

of beer or fill his pipe with tobacco without contributing to the cost of the isthmian canal, and we would suppose that since they pay so great a share of the cost, our workmen would like to see the most effective labour employed so only that it did not compete with their own labour or bring them into contact with an obnoxious race and a hateful civilization. At any rate, if we are to have the canal, some people other than Americans must build it. Our compatriots of Porto Rico are said to be unwilling to leave their happy homes for the canal zone, and negroes from the other West India islands seem hard to get, and unsatisfactory. The native Central American does not count at all for such work. We all want the canal built, but not badly enough to build it ourselves. We have tried all the American races and do not get on. We cannot raid the African Coast for slaves, as our great-grandfathers would have done, and now Mr. Tin says that we cannot have Chinese. Perhaps we shall not get a canal after all, which would quite suit many strong interests in this country which are doing their best to prevent us from getting it. We may be sure there is chukling in the offices of the greedy and villainous transcontinental railroad corporations whenever an American labour union, or an Americanized Chinese promoter, objects to our building the canal with Oriental labour. There are some very queer combinations in this world.

GRANTING civil rights to the kaffirs in South Africa in 1828 was the origin of all our trouble with the Boers.

## THE LAST.

This is the last one dream I hold—  
This dream I send—  
Wrought of dead leaves, that once were fair, gold  
You helped to spend.  
You were the loom and you the web  
Of every dream: now you are left;  
I and my dreams were all too poor, too low  
For you!

This is the last one word unsaid,  
This word I send:  
Although the music of my lips be fled,  
Now all's at end,  
It's jarring note, that harshly rings,  
Like cadence torn from jagged strings,  
Strives against iron fate to sound anew  
For you.

This is the last one rose that's left,  
This rose I send:  
Although my empty gardens lie bereft—  
Where bare boughs bend:  
As I have given my best, my best,  
My fairest and my truest,  
All that I had, or could, or hoped, or knew—  
For you!

—Full Malt Gazette.

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY,

the 23rd October, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDAY

HOUSEHOLD FURNITURE, Comprising—

RATTAN TABLES AND CHAIRS, TEA TABLES, GLASS AND CROCKERY WARE, CARPETS, RUGS, &c., &c., &c.

ALSO

Very Superior CARVED BLACKWOOD CABINETS and DESKS, &c., &c., &c.

TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 18th October, 1906. [1015]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY,

the 23rd October, 1906, at 5 P.M., at Kennedy's Stable, Causeway Bay,

(The property of Capt. DONNIN, R.A., who has left the Colony),

One DUN PONY, quiet, good Hack, believed sound and is a good Polo Pony,

ALSO

SADDLE, BRIDLE AND STABLE NECESSARIES.

TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 20th October, 1906. [1023]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

MONDAY,

the 5th November, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

The American Steamer

(as she now lies near the Shears of the Hongkong and Whampoa Dock Co. at Hung-hom Dock).

The Ship will be sold as she now lies with all Fittings, Gear, &c., &c.

The BOILER, DONKEY, GALLEY and FUNNEL belonging to the Ship are on shore and are to be sold separately from the wreck.

TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 19th October, 1906. [1019]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Mooltan*.  
From Australia, ex S.S. *China*.  
From Persian Gulf, ex B.I.S.N. and B. & P. B. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th October, 1906. [1014]

## Consignees.

HAMBURG-AMERIKA LINIE

THE H. A. L. Steamship

"SEGOVIA,"

Captain Schofield, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th October, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th October, 1906. [1020]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Bremher, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th October, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th October, 1906. [1018]

"INDRA" LINE, LIMITED.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 24th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 18th October, 1906. [1017]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 17th October, 1906. [1012]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Bayard* and *Medea*, from Havre ex s.s. *Bayard*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 22nd October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 22nd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th October, 1906. [1011]

## Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as this—concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made *Armed*, or at a *medicine* which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was *studied* out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is prized by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. H. Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

NORDDEUTSCHER LLOYD, BREMEN.

PUBLIC INSPECTION OF S.S. "PRINZ LUDWIG."

THE Company's Steamer

"PRINZ LUDWIG."

Captain F. von Bille, will be open to PUBLIC INSPECTION on TUESDAY, the 23rd instant, from 4 to 6 P.M. at the Pier of the Hongkong and Kowloon Wharf and Godown Company, Limited.

MELCHERS &amp; Co., Agents.

Hongkong, 19th October, 1906. [1021]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 10s. 6d. per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—SIEMSEN &amp; CO.

Hongkong, 19th October, 1906. [1022]

## THE WINE GROWERS

SUPPLY CO.

General Agents, Hongkong.

BARRETTO &amp; Co.

General Agents, Hongkong.

General Agents, Hongkong.

General Agents, Hongkong.

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General Agents, Hongkong.

General Agents, Hongkong.



# Intimation.

A. S. WATSON & CO.,  
LIMITED.

CHAMPAGNE

DE  
ST. MARCEAUX  
& Co.

REIMS

1898 VINTAGE

VIN BRUT AND VERN DRY.

PER CASE 12/1 BOTS... \$48.00

" 24/1 " " " " 50.00

THIS CHAMPAGNE is a First-Class  
Wine and is supplied to all the Leading  
Hotels and Restaurants throughout London.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS,  
AGENTS.

Hongkong, 17th October, 1906.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 20, 1906.

U. S. FLEET IN CHINA.

For the more effective protection of American  
interest, Reuter informed us yesterday  
that the United States Government has  
ordered the despatch of four powerful armoured  
cruisers to join the squadron in the  
Far East. According to earlier Washington  
information, however, the Navy Department  
decided to withdraw all of the battle-  
ships from Asiatic waters and to replace  
them with armoured cruisers. As has  
already been stated in these columns the  
*Ohio* and *Wisconsin* have already been  
ordered back to the United States, the  
former to the Atlantic and the *Wisconsin*  
to join the Pacific squadron. The *Oregon*  
has been back in the States now for some  
time undergoing extensive overhaul prepara-  
tory to recommissioning. In place of the  
withdrawn battleships the armoured cruisers  
*West Virginia*, *Colorado*, *Pennsylvania* and  
*Maryland* are starting out to Asiatic waters.  
Discussing the changed policy, the *Intelli-  
gencer* (Seattle) believes that it will be a  
good thing for the Pacific coast and for the  
navy; since it insures the retention of a large  
force of skilled workmen of the navy yard at  
Bremerton for a long time to come. The  
Pacific squadron has been permitted to run  
down to insignificant proportions. At pre-  
sent it is far weaker than it was prior to the  
breaking out of the war with Spain, and  
consists of a few second-class cruisers  
and a gunboat or two, all of types  
similar to vessels which have gone out  
of commission and are now laid up

in ordinary or relegated to receiving  
ship duty on the Atlantic. Under the new  
rule there will be assembled on the Pacific  
coast, within a few months, a real naval  
squadron. The new cruiser *Charleston*,  
strictly modern and a fine vessel of her class,  
which has been taking Secretary Root on  
his visits to the various South American  
countries, will soon reach the coast, and will  
become the flagship of the squadron. The  
*Wisconsin*, the *Oregon* and the *Nebraska*  
when the latter ship goes into commission,  
will form the fighting units of the new fleet.  
Referring to the monitors in Chinese waters  
the Seattle journal says that nothing has been  
said yet of the possible disposition which  
may be made of the coast defence vessels,  
the *Monterey* and *Montebello*. Neither of  
these vessels was designed for a long voyage.  
In the complete absence of anything else,  
both were sent across the Pacific during the  
Spanish war, at the time the third Spanish  
squadron was started on its attempt to re-  
capture Manila, a voyage which came to an  
abrupt termination at Suez. At enormous risk  
and with great hardship to their crews, these  
vessels crossed to Manila, partially by use of  
their own power and partially by towing.  
It is asserted that in tropical waters service  
on these monitors is abnormally severe. All  
quarters are below the water level and venti-  
lation is imperfect, so that officers and men  
suffer alike. They certainly are of no use in  
Asiatic waters, and their crews are subject  
to an unnecessary amount of discomfort.  
They are of no practical utility for any  
purpose save harbour defence, in closed  
waters, where there is an absence of sea.  
They should be sent back to the Pacific  
coast and added to the coast defences, if it is  
considered safe to make the attempt to cross  
the ocean at a time when no pressing na-  
tional emergency required their voyage to be  
undertaken. Failing this, they might profit-  
ably be laid up. In the opinion of our  
contemporary, "the new fleet of armoured  
cruisers will answer all the purposes of the  
country in Asiatic waters, and the return of  
battleships gives the Pacific seaboard a real  
naval defence, in which it has been com-  
pletely lacking ever since the outbreak of  
the Spanish war."

## LOCAL AND GENERAL.

The French mail of the 18th September was  
delivered in London on the 19th inst.

At the Entrance Examination for Clerkships  
in the Hongkong Civil Service on the 8th inst.,  
Messrs. T. Q. Ah Hack and Ng Tsan-ki were  
successful.

It is notified in the *Gazette* that Li. C. W.  
Beckwith, R.N., has been appointed to act as  
Harbour Master, &c., in succession to Mr. Ed-  
ward Jones, with effect from the 20th inst.

A REPORT was in circulation in the city to-day  
to the effect that the Chinese passenger steamer  
*Tai On*, trading between Hongkong and Kowloon,  
had been burnt and 300 lives lost. There  
is no truth in the mischievous rumour, so we  
are informed by the owners of the steamer.

THE undernamed officers, R.A.M.C., will em-  
bark on the s.s. *Soudan* on or about the 30th  
inst for duty on board with the troops proceed-  
ing to, and those returning from, North China:  
Lieut. Colonel C. S. Sparkes (tour expired),  
Lieutenant A. T. Frost (to disembark on re-  
turn to Hongkong).

GEORGE Street, warder, at Victoria Gaol, on  
trial on a charge of manslaughter, had the dis-  
tinction of being the first prisoner to give evi-  
dence on his own behalf under the newly passed  
Law of Evidence, when he entered the witness-  
box as his own witness, at the Criminal  
Sessions yesterday.

MEMBERS of the Hongkong Jockey Club are  
notified that the subscription China pony gif-  
tings, ordered for the next race meeting, are all  
been shipped per s.s. *Choytang*, and are due  
to arrive on Tuesday next, 23rd inst. They  
will be drawn for at Kennedy's Stable, Cause-  
way Bay, at 5 p.m. on that date.

TWO coolies were handed over to the police at  
No. 7 Station, West Point, yesterday afternoon  
by Mr. Wm. Gardner, chief engineer of the  
Kennedy Rope Factory, for being found in the  
coolie quarters without permission.  
"We only went there to see a friend," said the  
defendants, at the Police Court this morning.  
They were fined \$3 each.

It is stated in a Tokio message that the Naval  
authorities have decided to ask the Diet during  
its next session to vote ¥250,000 for the des-  
patch of a Japanese Squadron to Europe and  
America. The remainder of the estimated ex-  
penditure for this purpose will be asked for at  
the following Session of the Diet. The Squad-  
ron will leave Japan in January or February  
next year, and is expected in American waters  
in May.

WHILE electric tramcar No. 28 was travelling  
at a high rate of speed along a straight track  
in Des Voeux Road West, yesterday evening,  
a coolie who said he was from Tai Hang  
village, boarded it, to his sorrow. He held on to  
the car good enough, but he forgot which foot  
to put out first to reach the foot-board. This  
re-ulted in the coolie being dragged along for  
a short distance, but he finally got aboard—  
and was handed over to the first policeman as  
soon as the car reached the "Palms" Home.  
His little escapade cost him \$3 at the Police  
Court, this morning.

In the Court of Summary Jurisdiction a case  
was called in which a *tsukong* named Wong  
Chi was summoned by one Kin Hing Lung,  
for recovery of the sum of \$130 for goods  
alleged to have been sold by plaintiff to de-  
fendant. However, no plaintiff appeared, and  
as defendant denied the debt the case was  
dismissed. "What are you?" said his Honour  
of the defendant. "A *tsukong*, my Lord,"  
replied the defendant. "So I see from the writ,"  
returned his Honour, "then why are you not  
in uniform?—What do you mean by coming  
here in plain clothes?" "I don't know, my Lord," replied the *tsukong*. "Well,"  
I want it clearly understood that I don't  
approve of constables and soldiers, and men  
like that coming here not in uniform. Run  
away and tell your comrades, and don't do it  
again."

KUNG Shing, a truck coolie, residing at No.  
88, Second Street, West Point, was placed be-  
fore Mr. H. H. J. Gompertz, at the Police  
Court, to-day, charged with driving his truck  
(No. 881) recklessly along Pottinger Street,  
yesterday afternoon. Defendant and a few  
other coolies, who had charge of the truck, lost  
control of it while rushing along Pottinger  
Street, and knocked down a girl eighteen years  
of age, named Li Fung, the wheels of the truck  
passing over her right foot, severely injuring  
the big toe. The girl refused to go to hospital.  
The accused pleaded guilty to the charge.  
"Are you willing to give this girl compensation?"  
asked Mr. Gompertz. "I think so,"  
replied defendant, "but I must consult my  
father first." "Can you give her \$10?" the  
Court inquired. "Ten dollars," exclaimed  
defendant in astonishment, "why that is more  
than I get a month." "You will either have  
to pay the \$10 or pay a fine," said his Worship.  
The \$10 was eventually obtained and given to  
the girl and a defendant was discharged.

HORACE McDermott, a sailor on board U.S.S.  
*Concord*, was arraigned before Mr. H. H. J.  
Gompertz, at the Police Court, this morning,  
charged with behaving in a disorderly manner  
while drunk in Pedder Street at midnight last  
night. Defendant, whose ship is at Canton  
and who is down here on forty-eight hours'  
leave, was last night found making a noise  
with a rick-sha coolie. A constable intervened,  
and defendant explained that he had paid the  
coolie one dollar for a ride and the latter still  
wanted more money. McDermott and the  
coolie were removed to the station. There the  
coolie was searched, but no dollar bill could be  
found on him; in fact, the coolie had no money  
at all. The defendant was the next to be  
searched and he had only fifteen cents to his  
name. "Were you drunk and disorderly?"  
asked the Court. "Must have been," replied  
the sailor. Asked why the American Consul  
was not notified of defendant's arrest, Inspector  
Smith said that defendant was too drunk to give  
his name and it was not obtained until nine  
o'clock this morning. A fine of \$5 was imposed.

## CHINESE MINISTER TO THE COURT OF ST. JAMES.

### TENDERS, RESIGNATION.

It will be remembered by our readers that  
some time ago H.E. Wang Tai Sit, Minister  
Plenipotentiary and Envoy Extraordinary for  
China at the Court of St. James, memorialized  
the Throne, requesting that he be allowed to  
resign and vacate that post, in order to return  
to China and take up some official appoint-  
ment in his own country. It is now learned  
that their Imperial Majesties the Emperor and  
the Dowager Empress have accepted the  
memorial of H.E. Wang Tai Sit, and have  
accorded to his request. It is believed that Mr.  
Li Sing Tok, late consul-general at Peru, now  
on leave in China, will be temporarily appointed  
to the post thus rendered vacant.

## BLUE FUNNEL LINE TO MANILA.

The Ocean Steamship Company, better  
known as the "Blue Funnel Line," has started  
a new service to Manila. These steamers run  
between Glasgow, Liverpool and the Orient,  
and formerly had to tranship their cargo at  
Singapore or Hongkong.

The first steamer to make the run will be the  
*Tenzer*, the largest freighter that has ever passed  
through the Suez Canal. She is a new vessel  
built especially for carrying cargo, and is  
modern in every respect. Her net tonnage is  
9,017, and she will carry 20,000 tons of cargo.

The Ocean Steamship Company was con-  
solidated with the China Mutual Steamship  
Company a couple of years ago, which com-  
pany also owns a number of large freighters.  
The *Tenzer* is due at Manila November 20, and  
is consigned to Messrs. Smith, Bell and Com-  
pany, the agents at this port. *Manilla Times*.

## THE JAPANESE NAVAL BUDGET.

### COST OF THE "MIKASA'S" REPAIRS.

A Tokio message to the *Mittelei* states that  
the Naval Department has completed the draft-  
ing of its Budget for the next fiscal year. The  
ordinary expenditure is estimated at about  
¥36,000,000, showing an increase of ¥7,000,000  
as compared with the present fiscal year. Of  
this amount, ¥5,000,000 will be devoted  
to the development of naval education,  
the remainder being required for the naval  
arrangements at Tairen and Port Arthur. The  
extraordinary expenditure is put at about  
¥50,000,000, an increase of about ¥4,500,000.  
Out of this increase, ¥2,200,000 is needed for  
the repairs to the *Mikasa*. The remainder  
will be spent on the completion of the construc-  
tion of the armoured cruiser *Yokai*, the pro-  
vision of part of the payment for the battleship  
*Kashima* and *Katori*, which were built in  
England, and a few other items relating to  
repairs, etc. In addition, the Department will  
ask the Diet to vote the sum of ¥800,000, ex-  
pended in refloating the *Mikasa*, ¥800,000 to de-  
fray part of the cost of the proposed despatch of  
a Squadron to Europe and America, and various  
sums, making a total of ¥70,000,000 in all.

## CANTON INSURANCE OFFICE, LTD.

### MEETING OF SHAREHOLDERS.

The following gentlemen were present at the  
twenty-fifth ordinary meeting of shareholders  
of the Canton Insurance Office, Limited, which  
was held in the offices of Messrs. Jardine  
Matheson and Company, at noon, to-day:—  
Hon. Mr. W. J. Gresson (chairman) Hon.  
Sir Paul Chater, Messrs. G. C. Moxon, F.  
Maitland, H. P. White, and D. M. Nissim,  
directors; Ho Fook, Percy Smith, Fo Kam  
Yim, J. Y. V. Vernon, Ho U Sheng, C. H.  
Rogge, Lo Cheung Shiu, F. J. V. Ribeiro,  
Wong Sheung Him, and A. Morry (acting  
secretary).

The notice calling the meeting having been  
read by the acting secretary.

The Chairman said:—Gentlemen,—As the  
report and statement of accounts have been in  
your hands for a considerable time, I will, with  
your permission, take them as read and pass  
on without delay to a brief review of the items  
with which they deal. The year 1905 has, ac-  
cording to our experience and also apparently  
according to the experience of our competitors,  
not been one of marked prosperity for under-  
writers. We have had to face and are now  
facing a period of undoubted depression in  
trade and that, together with the cessation of  
applications to cover risk against mines in the  
Gulf of Pechili, must largely account for the  
diminution that the premium income for 1905  
shows on a comparison between it and the two  
years immediately preceding. The current  
year has been attended with events that will  
inflict heavy losses on Insurance Companies.  
Not only have we had to deplore the great dis-  
aster that befel San Francisco, from which,  
however I am glad to say we escaped practi-  
cally unscathed, but we have a loss fresh in  
our minds the calamity which overtook this  
Colony on the 18th of last month, and the  
burning of the *Hankow* on the 14th instant.  
You will be relieved, however, I am sure,  
to learn that by these misfortunes our losses  
will be much less than those of our com-  
petitors, and will think be fully covered by  
an estimate of \$55,000 (Applause). For all  
contingencies we believe we have made ample  
provision by carrying forward the exceptionally  
large sum of 123,638.49. By adhering to the  
policy that we have consistently pursued of  
building-up reserves,—on which, obviously, the  
Company's success and good name depends,  
we are now in a position of being able to pay a  
dividend of 20 per cent. from the interest  
derived from our investments alone, a fact that  
I am sure you will receive with satisfaction.  
We have brought our Reinsurance Fund up to  
\$200,000 and our Reserve Fund to \$1,675,000  
and made provision for the effect of that the  
existing high rate of exchange has had upon  
gold investments. I shall be glad to do my  
best to answer any question that any share-  
holder may desire to ask before moving that  
the report and accounts as presented be adopted  
and passed.

There being no questions asked,  
The Chairman proposed the adoption of the  
report and accounts.  
Mr. C. H. Rogge seconded.  
Carried.

Mr. J. Y. V. Vernon proposed: That the ap-  
pointment of Mr. D. M. Nissim to the consult-  
ing committee be confirmed, and that Hon. Sir  
Paul Chater, and Messrs. F. Maitland, H. P.  
White and G. C. Moxon be re-elected directors.  
Mr. Ho Fook seconded.  
Carried.

Mr. H. P. White moved that Messrs. W. H.  
Potts and H. Percy Smith be re-elected the  
company's auditors for the ensuing year.  
Mr. F. Maitland seconded.  
Carried.

The Chairman: That concludes the business  
before the meeting, gentlemen. Thank you  
for your attendance. Dividend warrants are  
ready and will be posted to shareholders first  
thing on Monday.  
The meeting then ended.

## UKIA'S NEW VICEROY.

### NOT WANTED BY THE PEOPLE.

When the appointment of Ting Chau Fok,  
as Viceroy of Fukien and Chinkiang was made  
known to the people of those two provinces  
there was great indignation and opposition  
expressed, as it was understood that the Vice-  
roy-designate was pro-foreigner, to the dis-  
advantage of his own folks. At first, learn-  
ing of the great opposition to the appoint-  
ment, and finding the Viceroy-designate  
was *apersona non grata* with the people over  
whom he was about to be called to rule, the  
authorities at Peking were willing to cancel  
the appointment, and make another selection.  
Unfortunately, however, the people of the two  
provinces sent in many memorials and peti-  
tions against the confirmation of the appoint-  
ment, and refused to listen to them any further,  
or to make any alteration in the vice-regal ap-  
pointments, saying that it was not for the peo-  
ple to dictate to the Government regarding  
what they might or might not want. There  
may, however, be some change made later on,  
as it is understood that the Government al-  
ready have a change in contemplation.

## OPIMUM QUESTION IN CANTON.

It will be remembered that some time ago  
Mr. Lau Hing Tong, who was sent by H.E.  
Viceroy Shum to Formosa to study the methods  
in vogue in that country for the control of the  
sale and use of prepared opium, returned to Can-  
ton, and reported to H.E. the Viceroy on all he  
had learnt. After duly considering Mr. Lau's  
report, H.E. decided to adopt the same system  
of control of the sale and use of opium in Can-  
ton. For this reason, it is understood, that H.E.  
has just appointed Mr. Lau Hing Tong to be  
director of the Opium Department, with instuc-  
tions to work that department according to the  
methods he has studied in Formosa.

## CANTON DAY BY DAY.

### JUNK, PIRATED.

[From Our Own Correspondent.]

Canton, 19th October.  
It was only a few days since that I reported  
the piratical attack on a certain towing junk  
coming from Tan Shui Hau to Canton. Yet an-  
other case of piracy has a aim come under my  
notice. On the 16th inst., a towing junk on her  
way from Fatshu to Shek Lung was pirated  
near Ng Ka Hau by a gang of about sixty  
pirates. The booty taken from the junk is  
estimated at over a thousand dollars.

### PAK-KOP-PIU LOTTERY.

P.E. Viceroy Shum has agreed to the  
proposal of the Canton Chamber of Commerce  
to prohibit the re-establishment of the Pak-  
kop-piu lottery in the future for all time. The  
lottery has sanctioned a stone tablet to be  
engraved with the regulations governing the  
prohibition of this form of gambling.

### THE SUNNING RAILWAY.

The Sunning Railway Co. have received a  
telegraphic despatch from the Shanghai (Board  
of Commerce) instructing them not to build the  
proposed section of the railway from Sunning  
to Fatsan, but to report and wait for instruc-  
tions from that department, as soon as the rail-  
road in the Sunning District is completed.  
The conclusion drawn from the above is that  
the privilege of building the proposed Fatsan-  
Sunning section of the road will not be granted  
to the Sunning Railway Co.

### [From a Correspondent.]

### CARPENTERS' STRIKE.

Canton, 19th October.  
I notice in your paper that there has been  
a ships' carpenters strike in Hongkong. The  
ships' carpenters here followed suit on the 18th  
inst. All our boatbuilding yards are idle; the  
junk builders in the surrounding country joined  
the strike.

### VICEEROY SHUM

### AGAIN WANTS TO RESIGN.

[From a Correspondent.]

Canton, 19th October.

As soon as H. E. Viceroy Shum received the  
official despatch from the Government at Pek-  
ing, appointing him to his new post as viceroy  
of Yunnan and Kweichow provinces, he wired  
to one of his relatives, who is an Elder in  
Kwai Lum, the capital of Kwangsi, asking  
him to be good enough to see that the  
work on H. E.'s garden-house was pushed  
on to completion as fast as possible.

This garden-house, which is some thirteen  
miles from Kwai Lum City, was bought by  
H. E. Shum two years ago, his intention being  
to make the place a country-house, to which he  
could retire, to recuperate, and for a general  
rest.

H. E. it is understood, at the same time sent  
a wire to the provincial treasurer of Kwangsi  
stating that he has several times tried to retire,  
but has so far failed to achieve his object.  
Now, he wishes to retire because he learns  
that there is a great deal of misunder-  
standing between the local Government  
and the foreigners of the two provinces  
over which he is now called to rule. From  
the nature of these misunderstandings, which,  
however, are not mentioned, H. E. Shum  
feels that he will be quite unable to adjust  
them. Furthermore, H. E. expects that all sorts  
of obstacles will be thrown in the way of his  
introducing any reforms into the two provinces,  
besides which the place is very poor, and he  
does not see how he can administer the Gov-  
ernment of the provinces in a satisfactory  
manner. Under these circumstances it is  
again H. E.'s intention to ask to be allowed to  
retire.

### HOUSE-TAX IN KWANGSI.

### EVERY HABITATION TO PAY.

[From a Correspondent.]

Canton, 19th October.

A merchant, who has just returned from a  
business trip to Kwai Lum, the capital of  
Kwangsi province, states that the Government  
there has instituted a new source of income for  
that province in the form of a tax which is  
called the "House Tax." Under the regula-  
tions of this new tax every house in the pro-  
vince will be taxed according to its class.  
Under the heading "First Class" are included  
the business premises of the Canton mer-  
chants, bankers, and dealers in piece-goods,  
which have to pay a tax of \$5 to \$50,  
according to the present amount of business.  
Under the heading "Second Class" are in-  
cluded the *Long Koon*, or official resid-  
ences, which have to pay \$5 each. In the  
"Third Class" are included the *long* names,  
paying from \$1 to \$3, while in the "Fourth  
Class" come the *Wunan* and *Kiangsi* shop-  
keepers, who pay from 20 cents to \$5. Up to  
the time of our informant's leaving the city  
over \$3,000 had been collected. It was under-  
stood generally, of course, that this was to be a  
single tax, paid once, and no more, and on the  
understanding that it was not to become an  
annual imposition, which without that understand-  
ing they probably would not do.

### THE WEATHER.

The following report is from Mr. F. G. Figg,  
First Assistant of the Hongkong Observatory:—  
(On the 20th at 12.5 p.m.)—The barometer has  
risen over Japan and N. China; and fallen  
elsewhere, particularly over the Loochoos.

The depression in the Pacific, noted during  
the past three days, is a typhoon. This mon-  
soon appears to be moving towards N.W. at pre-  
sent. It will probably recurve to the North.  
The area of high pressure still lies over the  
continent to the North of the Yangtze.

N.E. and N. gales are expected to prevail  
over the Eastern Sea, the Formosa Channel  
and the N.E. part of the China Sea.

The Formosa returns are lacking this  
morning.

### FORECAST.

1.—Hongkong and neighbourhood, N.  
winds, fresh; fine.  
2.—Formosa Channel, N.E. gales.  
3.—South coast of China between Hongkong  
and Loochoos, N. and N.E. winds, strong.  
4.—South coast of China between Hongkong  
and Hainan, N. winds, strong.

## TELEGRAMS.

### "HONGKONG TELEGRAPH" SERVICE.

### KOREAN PRINCE IN TROUBLE.

### SEVERE PENALTY.

[From Our Own Correspondent.]

Shanghai, 20th October,  
3.30 p.m.

The Korean Prince Yiksaiheni has  
been sentenced to nineteen years'  
imprisonment for encroaching on  
private properties.

### ANTI-JAPANESE AGITA- TION.

### IN CALIFORNIA.

[From Our Own Correspondent.]

Shanghai, 20th October,  
3.30 p.m.

There has been a violent anti-  
Japanese agitation in California con-  
cerning the November elections.

### THE SWATOW RAILWAY.

### READY FOR OPENING.

Mr. Cheung Yung Hing, Director of the  
Swatow Railway, which has now been com-  
pleted, with the exception of a few odds and  
ends to be fixed up on one of the bridges, has  
returned to Swatow, by way of Hongkong, from  
the Straits Settlements to prepare for the  
opening ceremony of the new enterprise, which  
it is expected will take place at an early date.  
A PHILANTHROPIST.

While Mr. Cheung was in Hongkong he  
visited the scene of the disaster to the s.s.  
*Hankow*, and subscribed \$1,000 on behalf of  
the sufferers by that devastating fire. It is  
understood that he also gave a donation to the  
French Convent in this City. Mr. Cheung is  
spoken of as a great philanthropist, and always  
ready to succour the poor and really needy.

### THE GINGER MERCHANTS' BOYCOTT.

### COMES TO AN END.

[From a Correspondent.]

Canton, 19th October.

Some time ago there was much talk over  
the boycotting of the Kwong Cheong firm of  
Perak merchants by the Canton Bankers'  
Guild, the full details of which were publish-  
ed by you at the time. It is now stated that  
the boycott is all over as the firm in question  
had no connection with the case that caused  
the boycott of the other Perak merchants.  
The circumstances leading to the temporary  
boycott of Kwong Cheong, were as follows.  
Wong Ki Sam, of Hongkong, is a partner in  
the Chai Loong firm of preserved ginger mer-  
chants, and it is stated that he was forced by  
a man in the Bankers' Guild, Ltd. by name, to  
sign a promissory note for \$70,000 by way of  
ransom or release (of the boycott). The note  
was drawn upon the Kwong Cheong firm, and  
duly signed by Wong Ki Sam. The latter  
then immediately protested against this action  
to the Magistrate at Nankai, who at once or-  
dered the note



## TELEGRAMS.

[Routel.]

France.

LONDON, 18th October.

M. Sarrien has informed President Fallières that he is going to resign on account of ill health. His decision, however, is not yet final.

Later.

France and Morocco.

The anti-French agitation in Morocco continues unabated, and General Lyautey, commanding in Algeria, telegraphs that a holy war is preparing.

Germany.

The Kopenick hoax is the engrossing topic in Germany. The police are in possession of a photograph of the bogus captain, who turns out to be a clever swindler who has already served years of penal servitude.

## THE SHANGHAI SIKH POLICE.

In an editorial on the 16th inst., the *N. C. D. News* says: "A fortnight has now elapsed since we had occasion to write under this heading in connection with the serious breaches of discipline which had occurred among the Sikh constables of the Municipal Police Force. In the meantime, it is pleasant to record, the men have accepted the good counsel given them by Sir Havilland de Saumarez, when the ringleaders in the strike were brought before him at H. M. Supreme Court and have returned to duty. The measures taken have thus resulted more satisfactorily than appeared likely at the moment and, in conjunction with certain action by the Council at the ensuing meeting, have had the present effect of meeting the situation. It is to be remembered, however, that a month's probationary conduct was required from the constables, as a condition of an investigation on promised in the given case, real or supposed, which led up to the outbreak and the necessity of disarming half the force on which the community has relied implicitly in the past for protection, and to the holding in readiness of volunteers and blue-jackets."

The official notice published over the signature of H. M. Minister this morning will be welcomed as embodying that "clearer specification of the status" of our police force, in matters of discipline than has existed hitherto, which we have seen to be requisite. The contract on which a large body of Indians have been brought into the Settlement was obviously insufficiently stringent for an unexpected emergency such as arose, and with the contemplated enlargement of the force the possibilities of dangers would be correspondingly increased. The new regulation, it will be noted, applies to all British subjects in the police force, Europeans as well as Indians, and the preamble distinctly sets out the circumstances in which it is designed to meet. The document runs:

Whereas certain British subjects are now and may hereafter be serving in the Shanghai Municipal Police under contract with the Shanghai Municipal Council and it is expedient that provision be made for the order and good government of such British subjects who are not at the present time subject to discipline, and whereas in consequence of a large number of Sikhs serving in the said Municipal Police having recently refused duty it is urgently needed to make provision in the premises:—

The following King's Regulation is made and declared to be urgent:—

1. Any person who disobeys the lawful command of his superior officer; or
2. Any person who deserts or attempts to desert the service of the Shanghai Municipal Police; or
3. Any person who by any means whatsoever procures or persuades any person serving in the Shanghai Municipal Police to desert;

Shall be guilty of a breach of this Regulation and shall be liable to punishment as for a breach of a King's Regulation.

The section 155 of the Code of Council of 1904, which gives His Majesty's Minister at Peking power to make regulations "for the peace, order and good government of British subjects in relations to matters not provided for by this Code" fixes the penalties to be imposed for such breaches at imprisonment for a period not exceeding three months, or a fine not exceeding £5, or both. There can thus be no question in the event of necessity of any further action on the part of the Supreme Court in similar circumstances. In the future, of the powers of the Court, and the velvet glove so effectively held out in the recent instance will be extended with the greater confidence from the certainty of the mailed hand inside.

There is no need here to repeat what we have already said, and what is indeed patent to all, in regard to the necessity of firm disciplinary measures in a force like that of the police of our International Settlement. Comprising in its ranks Europeans, Indians, and Chinese, it has necessarily to fulfil many duties which in other cities would not come directly within the scope of police work. With the volunteers it forms the defensive force of the Settlement and its organisation is necessarily on semi-military lines. In proportion as it is small for its purpose, by so much the more must it be absolutely reliable, and while no member of the community would wish to see any legitimate grievance of its defenders neglected, it must be thoroughly understood that admission to the force in the first instance carries with it obligations, which are not to be discarded at any passing whim of discontent. The Council are not likely to disregard any proper requirements for the well-being of a force on which the Settlement, in spite of the grumbling which are part of the ratepayer's privilege, has always looked with pride and satisfaction.

This throwing of rice at weddings is probably the oldest custom at present in common use.

## INDIANS FOR CANADA.

The C. P. R. steamer *Empress of India* is due to arrive in Vancouver on Monday, says a local journal of Sept. 14, and the citizens may be prepared to see an horde of Hindus parading the streets in search of some place to stay. It is expected that four hundred Hindus will arrive in the steamship. Inspector Scott will be there to see the orientals land, and will then be able to see for himself what it is the people of Vancouver and the province generally are complaining of. That Inspector Scott is not favourable to the Hindus was shown in an answer he gave to a question. He was asked what he thought of the Hindus, and replied: "They will never make a man."

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley from the 13th to 15th October, 1906. The following cards were handed in:—

ROBERTSON FAREWELL CUP.	
Mr. E. V. D. Parr	86—9—77
Mr. H. Pinckney	90—12—78
Mr. C. E. H. Beavis	80—7—81
Hon. Mr. W. J. Gresson	93—12—81
Mr. C. Biron	87—5—82
Mr. R. M. Crosse, R.G.A.	92—10—82
Dr. G. M. Harston	91—8—83
Mr. H. C. Sandford	95—13—83
Mr. C. B. Down, R.G.A.	88—4—84
Mr. W. J. Saunders	91—7—84
Mr. C. M. G. Burnie	84—2—85

POOL.	
Mr. E. V. D. Parr	86—9—77
Mr. H. Pinckney	90—12—78
Hon. Mr. W. J. Gresson	93—12—81
Mr. C. Biron	87—5—82
Mr. R. M. Crosse, R.G.A.	92—10—82
Mr. H. C. Sandford	95—13—83
Mr. J. Clark	83—1—84
Mr. C. B. Down, R.G.A.	88—4—84
Mr. W. J. Saunders	91—7—84
Mr. T. C. Gray	94—9—85
Mr. C. M. G. Burnie	84—2—85
Mr. G. E. Morrell	105—18—87

## AMAZING STORY OF WITCH-CRAFT.

RESTORING HUSBAND AND LOVER BY MIRACLE.

"This is the funniest case I have ever had before me," exclaimed Mr. Chester Jones, the presiding judge at the Clerkenwell Session during the hearing of a charge in which the most amazing story of gullibility and of imposition by means of witchcraft and other miraculous powers was told.

The principal persons figuring in the case were ignorant and poor Russians living in the East-end.

The accused was Rachel Neuhans, aged 40, a Russian woman, and she was indicted for having obtained £5 14s. from Mrs. Annie Samuels by false pretences and £15 from Rosie Silberberg.

The accused, a short, thick-set woman, with dark complexion, coarse features and neglected hair, had all the appearance of a gypsy. She wore a plaid shawl wrapped tightly round her as she stood in the dock.

## EXTRAORDINARY EVIDENCE.

Mr. Slade Butler, who conducted the prosecution, in addressing the jury, stated that the evidence was of a most extraordinary character, and it made one doubt whether we lived in the twentieth century. The allegations carried one back to the days when witchcraft was rife in the country. Strange and ridiculous as it all was, he asked the jury to believe the witnesses.

Annie Samuels, a charwoman, of Brunswick-st., St. George's, who gave her evidence in Yiddish through the interpreter, said her husband deserted her a year and nine months ago. Recently the prisoner called on her and asked if she would like her fortune told for three pence. She laid out some cards, and apparently reading them, remarked: "Your husband has deserted you. I have power to bring him back again. Give me 2s. 6d. I can relieve you of all your troubles and restore your husband so that you will have to work hard no longer."

## BELIEVED HER AND PAID THE MONEY.

Witness believed her and paid the money. Next day the prisoner asked for 1s. 6d. for candles which, being burnt in a peculiar way—with pins stuck all round them—would attract the husband to his home again.

On another occasion she made mysterious passes with her hands over the fire, on which she had carefully deposited a red brick. But the husband did not return, and the prisoner explained, "I must have more money. The more you give me the quicker I shall bring him home." (Laughter.) Witness paid £5 15s. in all.

Then the prisoner insisted on having a nightdress, some sheets, and a pillow-case. These she was going to prepare with a secret process, so that one night witness would wake up to find her husband by her side. He would be wearing the night-dress, and the pillow-cases would have been treated with something which had the wonderful power of preventing her husband ever running away again. (Loud laughter.)

## A GOOD WITCH.

Mr. Slade Butler: After all this did your husband come back?—Witness: No, sir.

In reply to Mr. W. H. Sands, for the defence, the witness said she believed the prisoner to be a good witch, who could perform magic.

Witness then produced a capacious bag, out of which she brought in turn a medicine bottle containing a magic liquid for sprinkling about the room, a paper packet containing some clippings from the back of a black cat—(laughter)—some sealing wax, and some pins, which witness used to sew into her underclothing. (Laughter.) All these things were supposed to be necessary to restore her husband.

Fanny Samuels, the witness's daughter, corroborated her mother, and added that the prisoner provided powders and uttered mysterious words to call her father back.

Mr. Chester Jones: A sort of incantation, I suppose.

## FRIGHTENED BY THE SQUEAK.

Mr. Sands (examining witness): Did you see the performance with the black cat?—Witness: Yes, and she threw something into the fire. It came out with a squeak. I had a fright, and I ran away. (Laughter.)

Did she put the cat in the fire?—I can't say what she did with the cat. Something was put on the fire.

Did the black cat frighten you?—The squeak did. (Laughter.)

You thought the prisoner a good witch?—Yes. She showed us such miracles that she made us believe her. She produced a lot of Russian gold, handfuls, from her bosom, and said, "I don't want your money. See, I have plenty of my own. All will be returned when I have finished my work, but if you do not give me what I want I have the power to stop your husband from ever coming back."

## HER LOVER NEVER CAME.

Rosie Silberberg, a young Russian servant, of Berners-st., stated in her evidence that the prisoner introduced herself as a magician, and spreading out the cards exclaimed, "You have got a young man in Russia. Would you like that I should bring him over to England?"

Witness asked, "How much will that cost?" and the prisoner said half-a-sovereign. Witness, however, parted with £45 in all for the purpose, but her lover never arrived. The prisoner gave her two curious powders, with instructions that they were to be placed on the end of a hairpin and consumed in flame. The experiment was to show the man's love for witness. (Laughter.)

## THE COURT IN LAUGHTER.

At this stage of the proceedings the answers threw the interpreter into a fit of laughter. Then the jury and the bar joined in, and even the judge laughed heartily.

Mr. Chester Jones endeavoured to discipline himself, and to smother his merriment by covering his face with his handkerchief. But he had to indulge in a good burst, and the whole court sat laughing itself into tears.

The interpreter then announced that witness was told by prisoner that she must get nine eggs. The prisoner would then write on them and they must be burned in the fire.

Witness then produced a common rusty padlock which the prisoner had said was an emblem of her lover's true love. (Laughter.)

Detective-sergt. Leeson having proved the prisoner's arrest, her counsel argued that the story was too good to be true.

## ACCUMULATED A LARGE AMOUNT.

Mr. Chester Jones said the case revealed an amount of human credulity that one would have believed impossible.

The jury found the prisoner "Guilty." Detective-sergt. Leeson said during the five months she had been in London she had accumulated a large sum of money by these practices, about which there were many complaints.

The learned judge passed sentence of nine months' imprisonment, and certified for deportation. —*Morning Leader.*

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Banks \$8.00, National Banks \$47, Hongkong Fines \$300, China Fire Insurance Co. \$95, H.K. & C. and M. Steamboats \$65, Shell Transports 29/6, Hongkong Wharves \$125, A. S. Watsons \$122.

Sellers:—National Banks \$50, Unions \$775, Cantons \$320, Indo-Chinas \$73, China and Manila \$23, Douglases \$42, China Sugars \$159, Raubs \$91, Hongkong Docks \$153, Kowloon Wharves \$92, Hongkong Lands \$108, West Points \$50, Hongkong Hotels \$115, Humphreys Estates \$112, Cottons \$13, China Borneo \$10, China Providents \$940, Lees \$236, Ropes \$27, China Light and Power \$91, Powells \$85.

Sales:—Steamboats \$26.

Nominal:—Shanghai Docks Tls. 104, Dairy Farms \$17, Cements \$19.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write on the 19th inst.:—Business during the week has been rather better and a fair number of transactions have taken place. The only feature of importance is a rise in Bank shares, in sympathy with the advance in London.

Banks.—Hongkong and Shanghai Banks have experienced a steady rise from \$830 to \$910, at which rate they are firm. The London quotation has risen from £93 15s. to £95 10s. Nationals have sellers in the market at \$50.

Marine Insurances.—Cantons have been placed at \$320, but Unions are weak and can be had below the quotation. The report of the North China Insurance Co. has been issued to shareholders. The profit and loss account for the year 1905, after deducting Tls. 26,229.57, being the interim dividend of 7½ per cent. paid on the 1st May last, shows a credit balance of Tls. 291,225.50, which the directors' recommended should be appropriated as follows:

To pay a final dividend of 7½ per cent. on the paid up capital, and a bonus of 1½ per cent. upon contributory premiums,—to add £10,000 to the credit of sterling reserve fund, and to transfer the balance to the underwriting reserve account. The balance at credit of working account to the 30th June, 1906, amounts to Tls. 185,329.01.

Fire Insurances.—China Fines have gone up to \$97, and Hongkong Fines have been reported sold at \$132. Both stocks are very firm at these rates.

Shipping.—Sales of Hongkong, Canton & Macao Steamboats have taken place at \$26 and \$23, and more shares can be placed at the latter rate. Indos are without business and weak with sellers at \$73. China and Manila and Douglases are unchanged.

Refineries.—China Sugars have dropped to \$150, at which rate a few shares have changed hands. There is nothing doing in Luzous, which are out of favour at \$22.

Docks, Wharves and Godowns.—Rates on the whole show a slight weakness in stocks of this description. Kowloon Wharves are lower, and are now quoted at \$92. Hongkong and Whampoa Docks have not fluctuated either way, and keep steady at \$153. Shanghai Docks are down to Tls. 105 at which rate sales have taken place in the North. Hongkong Wharves have also been sold in the North at the reduced rate of Tls. 23½. The Vulcan Iron Works, Limited, have issued their report, showing a net profit of Tls. 57,875, which the directors propose to distribute in the following manner: To pay a dividend of Tls. 50 per share, absorbing Tls. 250,000, to write off goodwill, Tls. 20,000, and carry forward Tls. 12,187.51. Shares are quoted at Tls. 602.

Lands, Hotels and Buildings.—Hongkong Lands continue on offer at \$108, without finding buyers. Sales of Humphreys' Estates have taken place at \$112. Shanghai Lands have improved to Tls. 97 for the old, and Tls. 55 for the new issue, at which rates they are in demand. There has been no business in Hongkong Hotels, and they remain with sellers at \$115.

Cotton Mills.—The Northern stocks remain steady. Hongkong Cottons are offering at \$11.

Miscellaneous.—China Providents have been done at \$94. Cements have been sold at \$19. Langkats have declined to Tls. 23½, at which rate shares have changed hands. Sumatras may be had at Tls. 93. Watsons have been the medium of a fair business at \$12.85, and more shares are obtainable. William Powells have sellers at \$91, the dividend of 30 cents paid on the 15th instant.

## YARN MARKET.

In their report dated 19th instant, Messrs. Phirozsha B. Petit & Co. write:—Our last circular was dated the 5th inst. It is a featureless interval that covered by the past fortnight, and the report covering the period is accordingly confined to the narrowest limits of observations.

The failure of another firm of yarn deal rs has to be recorded with regret; the *Hong* is among the principal Chinese dealers. In consequence of this failure, a good lot of the yarn, which had been purchased and whose clearance has not been effected, will come back into the market for re-sale.

Clearances during the past fortnight were rather more satisfactory than for some time past. Most of the yarn damaged by typhoon has been taken up by the Chinese purchasers, at considerable allowances, however, which varied in proportion to the extent of damage done to the bales.

The disaster to the well-known steamer *Hankow* on the Hongkong-Canton run is, fortunately, unattended by losses to yarn dealers. Heavy as was the loss sustained by the burning of the river-steamer, it was limited to the valuable cargo of silk and matting which constituted the principle freight on the fateful voyage of the *S.S. Hankow* on the 14th October.

Arrivals:—Per steamers *Catherine Apear* and *Namsang* (from Calcutta), and *Riojan Maru*, *Mizugun*, *Friedrich* and *Kogoshima Maru* and *Della* (from Bombay) of about 20,000 bales for Hongkong and 33,000 bales for Shanghai.

Shipments:—To Shanghai and Northern Ports about 9,000 bales.

Uncleared Stock:—About 38,000 bales.

Usual Stock:—About 105,000 bales.

Exchange:—We quote, to-day, as under:—India T.T. at Rs. 168½ per cent. Demand " " 169½ London T.T. " Sh. 23½d. Demand " " 23½d. 16d. Shanghai " Tls. 77½—Sico. Silver " " 32½d. per oz.

## SHANGHAI MARKET.

The same firm, writing under date Shanghai, 15th inst., state:—Since we wrote last, a greater depression has overtaken the yarn market and the prices have experienced a fall of Tls. 1 to Tls. 1.50. Clearances have been poor and slow by reason of the Chinese bankers refusing to advance loans to Chinese dealers. In consequence of the scarcity of money and the greater rise in the Rupee Exchange a comparatively small number of bales have changed hands at easier prices.

No. 101.—A curtailment of the prices, quoted last, by Tls. 1 to Tls. 1.50 has been found necessary to induce the buyers who took about 2,600 bales of this count for Tientsin and Newchang. No. 122.—This count has been in demand for River Ports and Szechuen at reduced prices. Sales about 1,600.

No. 104.—There has been small inquiry for this count at much lower prices. About 400 bales were sold.

No. 201.—The small supply of this count has kept the prices very firm. River Ports and Szechuen have taken 1,500 bales. They would have bought a much larger quantity, if the prices had been lowered to suit them.

Total sales of Indian yarn during the fortnight 6,400 bales.

Arrivals of Indian yarn during the fortnight, 11,000 bales.

Estimated uncolled stock, 92,000 bales.

Sold but uncleared stock, 35,000 bales.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	7/31
Do. demand	213 3/16
Do. 4 months' sight	113 1/16
France—Bank T.T.	254
America—Bank T.T.	54
Germany—Bank T.T.	231
India T.T.	160
Do. demand	169 1/2
Shanghai—Bank T.T.	72 1/2
Yokohama T.T.	23 1/2
Japan—Bank T.T.	3 1/2
Java—Bank T.T.	30 1/2
Buying.	
4 months' sight L/C	7/31
6 months' sight L/C	3/4 1/16
30 days' sight San Francisco & New York	55 1/2
4 months' sight do.	56 1/2
30 days' sight Sydney and Melbourne	2 1/4
4 months' sight France	2 3/4
6 months' sight " "	2 3/4
1 months' sight Germany	2 3/4
8 1/2 Silver	35 1/2
Bank of England rate	6 1/2
Sovereign	8 7/8

## To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF ARTHUR BROOKS, LATE OF VICTORIA, HONGKONG, GAOL WARDEN, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an Order limiting to the 30th day of November, 1906, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 16th day of October, 1906.

ARATHOON SETH,

Official Administrator.

[1024]

## MAGISTRACY.

THE ANNUAL SESSION OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the Justice's Room, at the Magistracy, on WEDNESDAY, the 14th day of November, 1906, at 2.30 P.M. for the purpose of considering applications for publican's and adjunct licences for the year 1906-1907, under Ordinance No. 8 of 1898.

Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before THURSDAY, the 1st day of November, 1906.

H. J. GOMPERTZ,

Police Magistrate.

Hongkong, 17th October, 1906. [1011]

## NOTICE.

PARTIAL CLOSING OF BOWEN ROAD.

IT is hereby notified that the portion of BOWEN ROAD between WANCHAI GAP ROAD and the road to TYTAM will remain CLOSED to all except foot traffic until further notice.

W. CHATHAM,

Director of Public Works.

Hongkong, 20th October, 1906. [1026]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Commander WELLS, to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY,

the 24th October, 1906, at 11 A.M., at Lai-chi-kok,

SUNDY

HOUSEHOLD FURNITURE,

Comprising:—

SINGLE IRON BEDSTEADS with WIRE

and RATTAN MATTRESSES, TEAKWOOD

WARDROBES, CHAIRS, EXTENSION

DINING TABLE and WRITING TABLES,

CLOCKS, COOKING STOVE and UTENSILS, &c., &c., &c.

Also

A large quantity of COOLIE UNIFORMS,

BLANKETS, HURRICANE LAMPS, TUBS,

BUCKETS, &c., &c., &c.

A Steam Launch will leave Blake Pier at

10.15 A.M. on the day of sale to convey intending

purchasers.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th October, 1906. [1027]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line"—Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA" 6,000		THURSDAY, October 25	November 12
"EMPRESS OF INDIA" 6,000		THURSDAY, November 22	December 10
"ATHENIAN" 3,882		WEDNESDAY, November 28	December 22
"EMPRESS OF JAPAN" 6,000		THURSDAY, December 20	January 7
"MONTEAGLE" 6,163		WEDNESDAY, December 26	January 19
"TARTAR" 4,425			

"EMPRESS" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Mail "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, 21d. St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.  
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points, and AKOENI (1st Class) WIKIJI. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand books, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Hongkong, 20th October, 1906. Corner Pedder Street and Praya. [13]

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	TUESDAY, 23rd October, Daylight.
TIENSIN	"CHIPSING"	THURSDAY, 25th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"HANGSANG"	SATURDAY, 27th October, 3 P.M.
MANILA	"YUENSANG"	SATURDAY, 27th October, 4 P.M.
SHANGHAI	"CHIPSANG"	SUNDAY, 28th October, Daylight.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 20th October, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	22nd October.
SHANGHAI and CHINKIANG	"HANGCHOW"	23rd "
MANILA	"TEAN"	23rd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	12th November.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th October, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.
RUBI	3540	R. Almond	"	SATURDAY, 3rd Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 20th October, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 16th October, 1906.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation with first class Cabins Amidship, lighted throughout by electricity, cabins fitted with fans, Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, though tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	" Jaeger	2nd December.
SILESIA	" Bahle	2nd January.
SCANDIA	" v. Doehren	1st February.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HAMBURG	Capt. Filler	2nd November.
RHENANIA	" v. Hoff	14th December.
HOHENSTAUFEN	" Jaeger	1st January.
SILESIA	" Bahle	8th February.
SCANDIA	" v. Doehren	22nd March.
HAMBURG	" Filler	4th April.
RHENANIA	" v. Hoff	17th May.
HOHENSTAUFEN	" Jaeger	14th June.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR YOKOHAMA & KOBE.....SEGOWIA.....22nd October.  
FOR SHANGHAI, KOBE & YOKOHAMA.....RHENANIA.....1st November.  
FOR SHANGHAI, KOBE & YOKOHAMA.....ANDALUSIA.....13th November.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, South and North American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG	HAMBURG	2nd Nov.
FOR ANTWERP and HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN and HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE and HAMBURG	SEGOWIA	20th Nov.
FOR HAVRE and HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE and HAMBURG	C. FERD. LAEISZ	22nd Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG	SALESIA	25th Jan.

Hongkong, 20th October, 1906.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th October, 1906.

## THE AMERICAN &amp; ORIENTAL LINE.

## FOR NEW YORK.

(With liberty to call at Malabar Coast).

## THE Steamship

"VEDDO,"  
Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 3rd October, 1906.

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

"MERIONETHSHIRE"  
will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 16th October, 1906.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

## THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,  
Manager,  
York Building.

Hongkong, 4th October, 1906.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR,"  
Captain W. D. A. Thomas, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 16th October, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour—

ESKASONI, British ship, Captain McBurnie.—Dodwell & Co., Ltd.

Hongkong, 16th October, 1906.

## For Sale.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1906.

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WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS, DO. BOXED LIGHTS, DO. HARP LAMPS, DO. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers. NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,  
109, Des Voeux Road Central.

Hongkong, 1st October, 1906.

## KWONG SANG &amp; Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silks, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

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Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

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## EXPRESSES.

All job printing is done under European supervision, well-turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## STORY OF A ROMANTIC BLOPE.

MAGNATE'S DAUGHTER AND CHAUFFEUR.

A romantic story of a lady—the daughter of a South African millionaire—eloping with a chauffeur in the service of her father, and being married at Kingston-on-Thames, has just been told. The marriage took place two months ago, by special license.

On the morning of Tuesday, 14 Aug., a motor-car drew up outside the offices of the registrar of marriages in Coombe-rd., Kingston. A lady and gentleman, who were in motoring costume, alighted and entered the building, accompanied by two friends.

The gentleman produced a special license, which does not require that any notice should be given. Handing it to the deputy registrar, he requested him to marry them.

## CEREMONY PERFORMED.

The ceremony was performed in the usual way, the certificate was made out, and signed by the parties and their witnesses. The fee having been paid, the contracting parties and their friends drove away, the proceedings having lasted only a few minutes. The deputy registrar was unaware of the position and circumstances of the two whom he had united in matrimony.

## A ROMANTIC ATTACHMENT.

It now transpires that the lady was Miss Violet Helen Farrar, the handsome eldest daughter of Sidney Howard Farrar, brother of Sir George Farrar, both of whom are South African millionaires.

The gentleman was Mr. John Henry Fellows, who for some time had been employed by Mr. Farrar as a chauffeur. On the certificate the lady was described as a spinster, 22 years of age, residing at King's-gardens, Hove, the residence of her father. The gentleman was described as a bachelor and a mechanical engineer, aged 30, of 27, Westville-rd., Thames Ditton.

Other entries in the certificate described the bridegroom's father, John Fellows, as a journalist, and the bride's father as a civil engineer.

Mr. Fellows was educated at the Birkbeck Institute for an engineer. His father, Mr. John Fellows, is a trustee of the London Association of Correctors of the Press.

Mr. Fellows, jun., has appeared in sporting circles as an athlete and a cyclist of some note, and has often been seen on the track at the Crystal Palace and at the Velodrome at Putney.

## PROGRESS OF THE FRIENDSHIP.

Mr. Fellows, after he had become chauffeur to Mr. Farrar, went to the Manor House, Cookham Denne, Mr. Farrar's residence on the Thames. It was from there that he and the young lady proceeded to Kingston and were married. It was his duty frequently to take Miss Farrar out for motor-car drives, a recreation of which she was very fond.

Only the ordinary civilities to be expected between persons occupying such different positions in life were at first exchanged, but as Miss Farrar frequently went out for drives a warmer friendship was developed.

## A LOVE AFFAIR.

This finally led to mutual love and an engagement. They decided to get married without informing their friends.

After making the necessary arrangements, which included the renting of a small house at Thames Ditton, shortly after breakfast on 14 Aug. they entered a motor-car at the Manor House, Cookham Denne, ostensibly for the usual drive, and proceeded to Kingston-on-Thames Registry Office.

Some time afterwards, however, a message received at Cookham Denne acquainted the bride's parents of the marriage. Naturally, the incident caused great pain in the household, such an outcome of the friendship between the young couple never having been contemplated.

## THE HONEYMOON.

Mr. and Mrs. Fellows proceeded to the South of England for the honeymoon. They returned a few days ago, and took up their residence in a neat-looking little house in Westville-rd., Thames Ditton.

Seen there yesterday, Mr. Fellows spoke frankly about the incident, now that it had become public property.

"But," he added, "I should much have preferred that it had remained unknown, and both my wife and I have taken particular pains to keep the affair as secret as possible. Whoever it is who has given the secret away I do not thank him for it."

Mr. Fellows defended himself energetically against those who would criticise his conduct.

## NOT A RASH STEP.

"We loved each other, we wished to be with each other, and that is all we wanted. It was not a rash step, taken on the impulse of the moment, for we had known each other for two years before we went away. And we acted as we did because I felt that it was impossible for me to ask Mr. Farrar's consent as it was for him to give it."

The young couple appeared to be supremely happy in their little villa, with its trim flower gardens in front and at the rear. Mr. Fellows is hopeful of obtaining a lucrative appointment with one of the great motor-car firms.

THERE is a fish called the chromis, found in the Sea of Galilee, which builds nests like the stickle-back.

THE biggest guns in our Navy are 13.5, weigh 67 tons, and fire a shell weighing well over half a ton.

THE Lord of the Manor of Hampstead can claim all the goods of a person who commits suicide on his property.



## Arrivals







# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No 5288

號三初月九年二十三緒光

SATURDAY, OCTOBER 20, 1906.

六拜禮

號十二月十英曆

313 PER ANNUM.  
SINGLE COPY, 25 CENTS

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##### Commercial:—

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#### BIRTHS.

On October 6, at Shanghai, the wife of ALFRED JAMES WALKER, of a daughter.

On October 6, to Mr. and Mrs. WM. JAMIESON, a daughter.

On October 8, at Shanghai, the wife of H. R. L. THOMAS, of a daughter.

On October 9, at Stuttgart, the wife of Lieut. Commander SEC. ETAN, of H.M.S. *Tal*, of a daughter.

Sept. 10, at Holgate, York, wife of a CHAPMAN, Hongkong Civil Service, son.

On October 12, at Shanghai, the wife of H. W. FORBES, of a son.

At Shanghai, the wife of H. RUMCKER, of a daughter.

On October 14, at Shanghai, the wife of J. M. DARRAH, of a daughter.

On October 14, at Shanghai, the wife of WILLIAM COHEN, of a daughter.

On October 14, at Hamburg, the wife of GUSTAV GIFFERICH, of a daughter.

#### MARRIAGES.

At Anderson Parish Church, Glasgow, on 11th September, by the Rev. James Robertson, B.D., EDWIN RICHARD HALLIFAX, Hongkong Civil Service, to EVELINE, daughter of the late John Wilson, and of Mrs. Wilson, 10, Nelson-terrace, Hillhead, Glasgow.

On October 6, at Shanghai, MICHAEL JAMES TIMMONS of Liverpool, England, to ELIZABETH HADLEY of Shanghai.

Sept. 12, at Calgary, Canada, RICHARD, son of late T. A. Chaldecott, M.D., of Hongkong to EDITH EMILY IDA, daughter of W. Delmar Cavandish.

#### DEATHS.

On October 4, at Nanking, LILLIAN, daughter of the Rev. and Mrs. J. E. Williams, of Nanking, aged fourteen months.

On October 6, at Shanghai, ANDREW MILLER, late Chief Engineer C.M.S.N. Co., aged 54 years.

On October 7, at Shanghai, JAMES EDWARD BIRTLES, of Liverpool, aged 26.

On October 7, at Shanghai, WILLIAM COWAN, of A.B.M. Office of Works, aged 51 years.

On October 9, at Hankow, the wife of H. E. GILBY, of tetanus.

On October 11, at Shanghai, M. E. SWEDBERG, Yangtze Pilot, aged 31.

On October 11, at London, the dearly-beloved wife of W. E. SOUTHCOTT, of Tientsin.

On October 14, at Shanghai, GUSTAVE BOVET, aged 71 years.

On October 14, at Chinkiang, China, FREDERICK KNIGHT-GREGSON, son of the late Henry Gregson, J.P., D.L., of Lowlyn, Northumberland, in his 53rd year.

### The Hongkong Telegraph.

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCT. 20, 1906.

#### THE HONGKONG TRAGEDY AND A SUGGESTION.

(15th October.)

Seldom has a more harrowing duty fallen to the lot of a journalist in Hongkong than that involved in the work of chronicling the effects of the fire on the *Hankow*, as the result of which hundreds were burned to death or perished in the waters of the harbour. After the typhoon which wrecked the fleet of junks and sampans and which brought ruin and desolation to many a home it had been considered that the apex of disaster had been reached. But the burning of the *Hankow* strikes a sharper chord of horror in the mind of the spectator, accompanied as it was by scenes which unhappily show the inhuman side of life when face to face with death. There has been a tendency to suggest that such an event could never have occurred except among Chinese, and a smug complacency among a certain section of the community because they are not as the natives of the Far East are. As a matter of fact there are instances innumerable where scenes equally painful have occurred in Europe and America; where men have ruthlessly crushed and trampled women and children under foot in the mad rush to escape from a building on fire. Humanity is very much the same the world over. The unfortunate part of it was that no strong-willed patriot could be found on board the *Hankow* to draw order out of chaos. There was no reason why the entire 2,000 passengers should not have been saved had the people been marshalled. While it is true that the ship was a flaming mass in five minutes after the outbreak was discovered, it is also a fact that a theatre audience of several thousands has been known to leave within ten minutes of the fall of the curtain. But of course there must be discipline and absence of excitement; conditions which seem to be impossible to the untutored mind. The officers were powerless, being occupied with other duties and there was no one to calm the excited throng. Many gallant rescues are reported to have been made by men of the Navy, by European civilians and by Indian policemen, but of course it is impossible to set forth the names of all who are entitled to credit. Many a noble deed like the proverbial flower is born to bluish unseen and events which took place at three o'clock in the morning can seldom be adequately represented, but it is a satisfaction to know that the higher instincts of mankind are not lacking in Hongkong when occasion arises. How many escaped from the fiery cauldron will probably never be known, but just as many were rendered penniless, homeless and fatherless by the typhoon so we may take it that hundreds will be affected by the terrible disaster on the *Hankow*. In these circumstances we would suggest that the Committee in charge of the fund for the relief of sufferers by the typhoon should consider the advisability of extending to those bereaved and ruined by the latest catastrophe the benefits which it is intended should be conferred under the relief grants. The fund will certainly reach \$250,000 from public subscriptions alone and as the Government is pledged to contribute a sum equal to the aggregate collected by the Committee the total amount will in all probability exceed \$500,000. It is hardly possible that the Committee will require that amount in dispensing aid to the victims of the typhoon, and it would be an act of charity to help in whatever manner may be considered most desirable the unfortunate widows and orphans who have lost their bread winners through the fire on the *Hankow*. We take it that not one of those who contributed to the relief fund inaugurated by His Excellency the Governor would have the slightest objection to part of the money so collected being diverted to the relief of the latest land of miseries. After all it was a very small number who escaped from the *Hankow* and although they are unknown at present they can probably be traced to their homes. It may be argued that impostors would batten on the news that relief was to be dispensed to the survivors of the *Hankow* but the same contention applies to those who suffered in the typhoon. If it be possible to discriminate in the one case it is equally so in the other. The Committee in charge of the fund are in the position of trustees and might fear to incur the responsibility of facing the wrath of an irate subscriber to the original fund, but we firmly believe that no such difficulty would occur. Foreign firms would gladly see a portion of their subscription devoted to the relief of the *Hankow* sufferers, for news of the disaster has been flashed to every city of any importance in the world. We may assume that the extent of the calamity and the dreadful scenes on the vessel have not been minimised in transit with the result that the broad heart of all nations will go out to the people of Hongkong. In these circumstances none of the firms which have so generously come to the rescue of the unfortunate would oppose any such step as that we suggest, for after all when calamity follows calamity with the persistence of an evil spirit those who suffer are all equally entitled to a measure of relief. We trust that the Relief Committee will see their way to give this matter their consideration and to adopt our suggestion.

#### COMMERCIAL MORALITY IN HONGKONG.

(16th October.)

Amid the multitude of disasters which have recently occurred in the Colony comparatively little attention has been given by the general public to the significant strike of ship carpenters which began last week. People had a plenitude of other events to engross their thought, but now that there is a lull—which we earnestly trust will be prolonged—in the series of catastrophes which have overwhelmed Hongkong, the subject of the strike will come into prominence for more reasons than are generally realised. There can not be the slightest doubt that the workmen were inspired to demand higher wages by the knowledge that at the present moment when, as a result of the typhoon, the shipbuilding and shiprepairing yards are working at the highest pressure to overtake the orders in their books, their services were most necessary, if not absolutely indispensable. They thought they saw their opportunity to force the hands of the employers of labour and compel them to grant their demands. On the principle that "it's an ill wind," etc., they were resolved to profit by the misfortunes of their neighbours—a fact which is all the more to be deprecated in face of the generous response of the general community to the relief fund which is being organised for the benefit of the sufferers. The ship carpenters, however, had no thought except for themselves, and no object but to line their pockets at the expense of those who have been most seriously affected by the storm. When it is stated that something like a thousand carpenters are employed at the Hongkong and Whampoa docks alone it will be realised that the situation created by the defection of the workers in this branch of the shipbuilding and shiprepairing industry required strong measures of suppression. In these days when companies as well as individuals have to fight continuously against the keenest competition of rivals and even a temporary cessation of labour may inflict permanent damage, the outlook from the masters' point of view was far from promising. Moreover, an increase of 20 cents per day per man means an immense aggregate total at the end of the year, and might possibly swallow up a large proportion of the profits of the most successful undertaking. Accordingly, the employers, both European and Chinese, met together for concerted action and decided to resist the claims of the workers to the uttermost. Then an incident occurred which scarcely reflects credit on one firm which had not agreed to abide by the decision of the majority. The European companies, with a solitary exception, and all the Chinese employers loyally remained true to their promise, but the exception in question quietly went behind the backs of the others and continued the concession of increased wages demanded by the men. The firm in question is of no great importance, perhaps, but their methods were calculated to encourage the strikers in their attempt to coerce the other companies into complying similarly with their demands. Many divergent opinions are held on the subject of commercial morality, but we venture to submit that such action as that referred to will be considered reprehensible even by those holding wide views on this particular question. The fact that the firm in question deliberately promulgated the announcement that they were prepared to offer higher wages than any other firm in the Colony, the object being obviously to attract the skilled carpenters from Hongkong and Whampoa Dock Company—when that enterprise was busily endeavouring to repair in part the damage wrought by the typhoon, may be reckoned smart business, but it was scarcely sound policy. It simply fomented bad feeling among the men, and engendered the strike. Fortunately the "coup" is likely to rebound on the heads of those who engineered it, and all their ingenuity is likely to lead to their own undoing. For it is reported with some degree of authority that the strike is at an end and the carpenters will return to work to-morrow morning or, at the latest, in a few days, at the old rate of wages. Already a considerable number have given up the fight as futile and withdrawn from their adherence to the strikers. It could hardly be otherwise when the carpenters are without an effective organisation, without funds, and without the sympathy of the public. There was also the possibility that the Government would have stepped into the breach and given the strikers plainly to understand that such action in times of necessity and trial would not be tolerated in Hongkong. Not only were the interests of the shipbuilding and shiprepairing companies in the balance but the trade of the Colony was at stake. The feature of the movement, however, has been the methods adopted by the particular firm referred to in their endeavour to outwit all competitors. There is an old adage that he laughs best who laughs last, and few will deny that the laugh is with the majority of employers of carpenters who will continue to pay their men at the old rate while the "clever" and farseeing firm, who thought to glean advantages while their rivals remained inactive, will in all probability be compelled to pay at the increased rate. Yet it is not a pleasant episode in the commercial annals of the Colony, nor we venture to hope one which is likely to occur again.

#### STRANDED IN HONGKONG.

The unfortunate case of men who are stranded in Hongkong through no fault of their own was vividly illustrated some time ago when two Englishmen, who had been

engaged at home for a Manila firm and found on arrival there that covenanted labour was illegal, had to return to Hongkong penniless and well-nigh hopeless. The matter was brought to the attention of the Government and eventually the men were sent back to England on board the *Ajax*. That was an instance where the parties concerned were engaged to work in a foreign country. Doubtless, if they had taken the trouble to inquire, they could have learned in England before leaving that labour contracted outside the Philippine Islands was prohibited by law, just as it is in the United States, Australia—except for special reasons which are clearly detailed—and probably in other countries. But there are some people who never think of taking ordinary steps to find out what they accept on trust, and only discover their fatuity when it is too late. They have themselves to blame, of course, although it is always disagreeable to see presumably respectable artisans or clerks obliged to associate or be associated with the ordinary hooch-seller. A case has occurred in Hongkong, however, which is quite distinct from the usual run of such instances, and exhibits some special features which should commend it to the attention of the benevolent. About a year ago an Englishman, or at least a British subject, was engaged in British Columbia to superintend the erection of some machinery in Hongkong. The terms were very favourable, as they must necessarily be before a skilled workman will leave a certainty and abandon the prospects to which honest effort has entitled him. However, the high salary offered, the rosy picture of the possibilities drawn by the intermediary, and everything else induced the Britisher to embark for Hongkong where he probably thought he would make his fortune in rather less than no time. Unfortunately for him, while he was on the high seas travelling with a bounding heart across the Pacific, the firm in Hongkong which had engaged his services went into bankruptcy. When the covenanted man arrived here he landed to a series of difficulties and misfortunes of which he could have had little experience in the past. He found the partners of the firm, who endeavoured to keep up his spirits by alluring tales of what they intended to do in the immediate future. They might be bankrupt now, but brighter days were dawning. All that was necessary was patience, together with that virtue which springs eternal in the human breast. Meanwhile they lodged and fed the victim of their misfortunes and even managed to pay his salary for two months. The Britisher was a quiet, steady, honourable and straight forward man—not a young man by any means, nor addicted to gadding about. He had passed the age when the frivolities and follies of youth appeal to the imagination. At the end of six months he was still hoping against hope that the machinery which he was engaged to erect would appear, but that machinery had long since been returned to the makers, and there was no sign that the partners in the bankrupt firm were likely to be in a position to start in business again. He was still being fed and lodged at the expense, as he thought, of those who had engaged him. When a year had elapsed, the parties responsible for his visit to Hongkong told him that they had no use for his services, that they could not maintain him any longer, in fact that they had not maintained him for nine months' back, and that he must find his way back to British Columbia as best he could. Here he was then, without a penny in his pocket, without the prospect of earning board and lodging, liable to be kicked into the street at a moment's notice. He could not sue his so-called employer because there were no effects on which he could recover. The case commended itself to a gentleman who became interested in him and he is temporarily dependent on his charity. The old man is incapable of working his passage across the Pacific with the result that the outlook is gloomy in the extreme. If the Government was able to assist a couple of men who had not been engaged for Hongkong at all but for a foreign country, surely then it is bound to assist one who came direct to Hongkong on information which might have been quite trustworthy at the time but proved untrue before he had reached the Colony. His case is sadder than that of the young men who went to Manila and found a closed door. It is certainly an instance of misfortune piling on misfortune, and it is an instance, we submit, which is worthy of the attention of the authorities.

#### KOWLOON'S LAWBREAKERS.

While we have no desire to cast any slur on the character or *morale* of the Baluchi regiment now stationed at Kowloon, it must appear to every disinterested reader that there must be something radically wrong with the discipline of the corps when individual members are continually to be found menacing Europeans, prowling in forbidden grounds, assaulting innocent Chinese who have injured them in no way, and practically holding up the settlement in their spare hours. The latest report that they violently assaulted a well-known European in his own private garden because he remonstrated with them for trespassing, and impudently told him to mind his own business, is about the last straw. Kowloon cannot be permitted to remain in the control or at the mercy of a gang of soldiers many of whom appear to be little better than bandits and lawbreakers generally. It is said that so frightened have the Chinese constables become at the conduct of the Baluchis that they flee at sight of the soldiers who on the other hand have

the temerity to chase the constables to the very doorstep of the police station. What renders the latest outrage more disgraceful than the others with which they are charged is the fact that the men were armed with rifles and bayonets, and it was with a bayoneted weapon that they foully struck their victim. This is carrying the matter a little too far; more, it casts a stigma on the regiment. We do not believe for a moment that the entire regiment is to blame for these unwarranted attacks on Kowloon residents, but it is plain there is an infusion of rowdies, not to say scamps, in the corps, which should be stamped out by the officers. No regiment is immaculate, although many of them may claim that distinction, and it frequently happens that the best fighting men are the most uncontrollable in times of peace. But that occurs only in a few individual cases, not in batches, and even then the ruffians have some sense of decency as a rule. If this state of things is allowed to continue we shall hear of women and children baring themselves in their houses in fear and terror lest the Baluchis have a fit of passion. Kowloon during the day time is a city of women-kind; most of the males are employed in Hongkong, leaving their wives and families unprotected on the peninsula. Should the Baluchis break out in a fanatical attack on the helpless women the result would be too terrible to contemplate. Perhaps the picture is overdrawn but what can we infer from the assaults made repeatedly on Chinese and now on Europeans? It behoves the officers of the corps to keep a firmer grip on the men under their command, otherwise the people of Hongkong and Kowloon will be under the necessity of considering whether the Baluchis shall be allowed to remain in the Colony.

#### CANTON RAILWAY SCHEMES.

(17th October.)

Notwithstanding the terms of the agreement between the Hongkong Government and the Viceroy of the Hu Kwang with respect to the employment of foreign engineers in the construction of the Canton-Hankow railway, evidences are not wanting that the Yuet-han Railway Company is inclined to vary those terms without consulting the Government of this Colony. When it was mooted that the Railway Company was in negotiation with a Belgian engineer who had been offered the post of assistant on the proposed line, His Excellency the Governor sent a communication to the British Consul-General at Canton, in which he requested the latter to interview the Viceroy and to point out that under the terms of the British loan by which China was enabled to secure the redemption of the Canton-Hankow Railway from foreign concessionaires, China had agreed that, in the event of foreigners being called in to give the benefit of their advice, she would recognise Great Britain's claim to first consideration. In other words, that no foreigner would be appointed unless it were found that no Englishman was prepared to offer his services or was of sufficient ability to fill the post. In referring to the action of Sir Matthew Nathan on that occasion we said: "The Viceroy has replied rather more promptly than usual, but still with his tongue in his cheek. He has no power to deal with the matter. The railway is in the hands of the merchants. They are responsible for its management and its progress. If they think it desirable and proper to engage a Belgian engineer, well and good. He cannot interfere; he would be acting *ultra vires*; and it is impossible to say what his Imperial master or mistress would think of such conduct." Such in effect was the Viceroy's answer to the perfectly reasonable protest lodged at the instance of the Governor of Hongkong, but the matter did not end there. The services of the British Charge d'Affaires at Peking were enlisted and he represented the attitude of the British Government, as spokesmen for the local authorities, to the Viceroy. Of course it was perfectly clear why the Yuet-han Railway Company, if they required a foreign engineer at all, should prefer a subject of Belgium, for they reasoned that should any trouble arise between the mechanician and the Chinese authorities, the latter would be in a position to defy the Belgian Government. Apparently the protest of the British representative at Peking had its effect, for nothing more has been heard regarding the employment of a Belgian. But a new phase of the situation appeared when it was announced that the Yuet-han Railway directors had telegraphed to an individual named Smith, belonging to the United States, inquiring what emoluments he would require if appointed assistant-engineer of the railway. Mr. Smith promptly replied that he was prepared to accept a five years' engagement at an annual salary of \$25,000 gold. That gentleman evidently had a high appreciation of the value of his services when he ranged himself alongside Sir Robert Hart as a regenerator of China. Whether the matter is still under the consideration of the Yuet-han Railway Company or has been decided one way or the other is unknown. But the fact that the services of an American engineer should have been solicited in connection with the Canton-Hankow railway reads rather curiously in view of the report, which appears in another column, regarding the condition of the Canton-Samshui line which was built by Americans for an American-Chinese Company. That report sets forth the allegation that various sections of the line are on the verge of collapse, and that over \$1,000,000 will be required to repair the foundational subsidences which

have occurred. His Excellency the Governor is entitled once again to request from Viceroy Shun an explanation of this threatened violation of the terms of the agreement subsisting between the Government of Hongkong and the Government of Canton. Again, it will be remembered that when information came to hand that it was proposed to construct a new railway connecting Canton with Whampoa, and proceeding thence to Amoy, we suggested that therein lay a subtle scheme to revive the glories of Whampoa as a port, and that the prestige of Hongkong as a port of call and as a terminus was endangered. Not only that, but the value of the Kowloon-Canton railway—which has been pushed forward with so much vigour, largely through the interest which His Excellency the Governor has shown in the project—was in a fair way to be nullified should the scheme be carried out. It is understood that the British Government made representations to the Board of Commerce on the subject, and that body sent orders to the Viceroy to stop all operations in connection with the Canton-Whampoa line pending consideration of the British protest that the line would seriously affect the utility of the Kowloon-Canton railway. The Viceroy is obdurate, however, and despite the orders from Peking he has decided to proceed with the railway and has given instructions to that effect. All these matters must necessarily interest the people and the Government of Hongkong, and it is to be hoped that the most vigorous steps will be taken to thwart the Viceroy's schemes. Possibly in Chow-fu we may find a Viceroy reader to regard the just obligations to which his Government stands committed.

#### THE SHANGHAI DOCKS.

(18th October.)

Another important phase in the history of the Shanghai Dock Co. will be marked in the sale—if the proposal is carried out—of a portion of the properties owned by the Company in Shanghai. Our telegram to-day announces the fact that a meeting of shareholders of the Shanghai Dock and Engineering Co., Ltd., has been called for the 1st November to consider a proposition that had been received by the Directors for the purchase of two separate lots of property at Hongkew and Pootung owned by the Company and considered disposable without prejudice to the expanding business of the ship-repairing and building yards in the Northern port. The power of sale is exercisable by the Directorate under sub-section (7) of section 3 of the Memorandum of Association of the Company. The section reads:—"To sell the undertaking of the Company or any part thereof for such consideration as the Company may think fit and in particular for shares, debentures or securities of any other Company having objects altogether or in part similar to those of this Company." The lots involved by the proposed sale are the two extremely situated sites for godowns and wharves, viz., (a) the whole of the Old Dock property (with existing buildings) situated in Hongkew in the 6th section of the harbour, having an area of land measuring as per title deeds 20 mows, 21. 81. 91, and a river frontage of 264 feet, with 22 feet depth of water at low water spring tides. (b) Part of the property between the Cosmopolitan and International Docks, situated on Pootung side in the lower section of the harbour having an area of land of about 210 mows, and a river frontage of 1,300 feet, with an average depth of water of about 25 feet at low water spring tides. To the south of the property 108 houses, are erected suitable for Chinese employees. It has been known for some time that a "Syndicate" in Shanghai had been formed for the purpose of acquiring the two valuable sites. When the question was discussed not long since in the Model Settlement the *China Gazette* stated that the price to be paid for the Dock's property, if the scheme is ever carried out, would amount to about Tls. 1,500,000, and that the development of the acquired land, i.e., bunding, wharves, godowns, &c., would absorb another Tls. 1,500,000. The capital of the new company would therefore be at least three million taels. To raise the required capital the scheme further provides that the present shareholders in the Dock Co. would have the option of obtaining a share in the new company, in lieu of receiving a return in cash upon the sale of the Old Dock and the Pootung property, and that the balance of the capital required would be raised by the issue of debentures, the underwriting of which, it is alleged, has been guaranteed by "the Bank." Although some doubt was raised as to the bona fides of the existence of the Syndicate, the meeting called for this day fortnight dissipates any idea that it was a purely nebulous scheme that was being talked about in Shanghai. As a matter of fact some of the largest holders of shares in the Company are believed to be closely identified with the movement for the forming of the new Wharf & Godown Company. It has been well-known that warehousing business in Shanghai has been most profitable since the conclusion of the war and offers special inducements for the starting of a new company to meet the growing demands in that line of business in the North. As the Hongkew property of the Dock Co., now offered for sale, is believed to be the only available site in that locality suited to the business of a wharf and godown company, the new undertaking will be showing considerable foresight by acquiring this valuable property before it is merged into the assets of some other existing concerns of a similar character. Our special telegram makes no mention of the figure offered for the com-



blined properties, but it is safe to say that, judging by former sales of land in the neighbourhood of the Hongkew dock, a sum of much over a million taels should be realizable for both the sites at Hongkew and Footing.

#### THE RISE IN SILVER.

The rise in silver within the past fortnight has been so steady and its value has attained a figure far above all anticipations, that the position of the white metal presents features more perplexing than ever. That it should be so to the ordinary laymen is little wonder when it is considered that even among experts on the question of "exchange" anything like a forecast is difficult to predict with even an ordinary degree of certainty. Latest exchanges to hand from San Francisco this morning bearing date the 21st ult. inform us that when silver was offered to the U.S. Mint at 65¢ (gold) per ounce, the tender was declined on the ground that the price was higher than it ought to be. On the 17th ult. a purchase was made at 68.35 cents per ounce. Commenting on the action of the U.S. Government the *S. A. Chronicle* observes that the outside world has not been made acquainted with the facts, if there were any, which influenced the Mint authorities to believe that 65¢ cents an ounce was too dear, but it has knowledge of movements which must have been in the possession of the Government, which should have led to an entirely different conclusion. Early in July the Indian Government announced that henceforth the \$52,000,000 gold reserve fund, which is now mainly held in London in securities, would be called the gold standard reserve fund, and the announcement was followed up by a policy of adding to its stock of rupees to be drawn upon in case of emergency. The object is to prevent the Indian Government being made the victim of the manipulations of the silver market in the future, but the preparations being made to achieve it have caused a temporary rise, which it seems the U.S. authorities are disposed to bear the brunt of, as the purchase by the Mint at the enhanced price shows. Our contemporary saddles Congress with the blame of the bungle, trenchantly remarking that the whole business of acquiring silver for the purpose of supplying additional subsidiary coins has been bungled by Congress. There is no reason in the world why some portion of the tremendous quantity of silver dollars now piled up in the Treasury should not have been utilized for that purpose, suggests our contemporary. Theoretically those dollars are a backing for \$381,392,000 of certificates, but practically they are nothing of the kind. Recent legislation has made the "silver" certificate interchangeable with gold, and therefore the dollars in the Treasury cannot be regarded in any other light than as so much silver bullion. But even if it were assumed that under the law as it stands there must be a silver dollar in the Treasury for every dollar's worth of silver certificates emitted, there would still be plenty of dollars available for melting down. During the long period in which silver certificates have been issued—over a quarter of a century—a great number of them must have been destroyed and lost. The amount they represent must run up into the millions. Necessarily the dollars against which no certificates are outstanding are available for the public use, and common sense demands that they should be so employed. Concluding its line of criticisms, the *Chronicle* says:—"But common sense does not prevail in the management of our monetary affairs. In June, 1879, an act of Congress was passed by which \$5,375,934 of fractional currency was estimated as lost or destroyed, that left still presumably outstanding \$6,865,237.28 of that character of money. The public debt statement still carries this amount as an obligation still to be met by the Government, although it is notorious that every scrap of fractional currency still in existence is held as a curio, and that there is not the remotest probability of any of it ever being presented for redemption. It is safe to estimate that at least \$20,000,000 of silver certificates have been lost or destroyed, but in spite of this fact we go into the market and buy silver at fancy prices, when we might as well use some of the bullion in the dollars reposing in the Treasury vaults. We don't do it because, through stupidity, our representatives in Congress prefer to throw the people's money 'to the birds.'"

#### TELEGRAMS.

##### "HONGKONG TELEGRAPH" SERVICE.

##### VAH KADER EXECUTED.

##### END OF AN ADVENTUROUS CAREER.

[From Our Own Correspondent.]

Shanghai, 15th October, 10.55 a.m.

It is reported that the notorious bandit Vah Kader, who was betrayed to the police some days ago, was executed at Soochow on Saturday.

[The latest issue of the *N. C. D. News* says with reference to Vah Kader—we understand that under instructions from H. E. Chen Kuei-lung, Governor of this province, at Soochow, the Shanghai Taitai was to send Vah Kader last night 11th inst. to the capital city for final trial and execution. During the four times Vah Kader had been before his judges here in the Taitai's yamen, consisting of Mr. Wang, Shanghai Magistrate, Mr. Kuan, Mixed Court Magistrate, and Mr. Liang, judicial attaché of the Legation, he categorically denied all the charges made against him, declaring them to be the work of his enemies who had added their sins upon his devoted shoulders. A gentle reminder of eighty strokes of the rattan on those shoulders failed to bring any confession—*H. K. T.*]

#### RECEIVE FOUR THOUSAN DOLLARS.

[From Our Own Correspondent.]

Shanghai, 16th October, 11.45 a.m.

The captors of the notorious bandit Vah-kader, who terrorised the natives in the district of Shanghai for years and was eventually caught by a stratagem and executed last Saturday, have been rewarded with a gift of \$4,000 from the authorities.

#### FRACAS IN SHANGHAI.

##### GERMAN S & JAPANESE COLLIDE.

ONE JAPANESE KILLED AND ANOTHER WOUNDED.

[From Our Own Correspondent.]

Shanghai, 15th October, 10.55 a.m.

A serious fracas, which had fatal results, occurred at a Hongkew restaurant on Saturday.

Three German sailors are alleged to have quarrelled with some Japanese with the result that two of the latter were stabbed.

One of the injured men is already dead and the other is lying in a critical condition.

The Germans have been placed under arrest.

#### GERMAN SAILORS T. I. D. SECRETLY.

AWAITING THE COURT-MARTIAL ON THE FLAGSHIP.

[From Our Own Correspondent.]

Shanghai, 16th October, 11.45 a.m.

The German sailors implicated in the fracas at Hongkew on Saturday evening last, when a Japanese restaurant-keeper was stabbed to death and another Japanese seriously wounded, have undergone a preliminary trial before a Naval Court.

The trial was conducted in private. The arrival of the flagship is now awaited when the men will be formally court-martialled.

#### ANOTHER JAPANESE DIES.

[From Our Own Correspondent.]

Shanghai, 17th October, 4.40 p.m.

The Japanese, who was seriously wounded in the fracas at Hongkew on Saturday evening last, in which German sailors were implicated, died yesterday (Tuesday).

#### VLADIVOSTOK.

SUGGEST D. A. A FREE PORT.

[From Our Own Correspondent.]

Shanghai, 15th October, 10.55 a.m.

A resolution has been passed by a Russian Commission in favour of the opening of Vladivostok as a free port.

#### GRODEKOFF RECALLED.

[From Our Own Correspondent.]

Shanghai, 15th October, 8.25 p.m.

General Grodekoff has been recalled from Vladivostok.

#### JAPAN'S MILITARY NOTES.

RAPIDLY RISING IN VALUE.

WORTH MORE THAN RUSSIAN ROUBLES.

[From Our Own Correspondent.]

Shanghai, 15th October, 10.55 a.m.

The military notes issued by Japan in the district of Chungchun during the war have soared far above the rouble in value.

The rise in value is due to the completion of the South Manchurian railway.

#### KING'S REGULATIONS.

TO PREVENT POLICE STRIKES.

SHANGHAI SIKH CONSTABLES AND THEIR DUTIES.

[From Our Own Correspondent.]

Shanghai, 15th October, 8.25 p.m.

As a consequence of the recent strike of the Sikh policemen, who demanded increased pay, Sir John Jordan, British Minister at Peking, has issued a King's Regulation under Article 155 of the Order in Council of 1904.

The Regulation is dated the 12th October and makes disobedience of lawful commands, desertion, and persuasion to desert from the Shanghai Municipal Police breaches of the King's Regulation punishable by severe penalties.

#### FIRES IN CANTON.

##### SHAMEEN BUILDINGS GUTTED.

FOREIGN STORES SAVED BY THE FIRE BRIGADE.

[From Our Own Correspondent.]

Shameen, 15th October, 1.40 p.m.

At four o'clock on Sunday morning a serious fire started in Shakes at Hing Kee's premises and proved most destructive.

Nine buildings were destroyed altogether.

The barracks of which Captain Young is in command, the Mutual Stores, and Messrs. A. S. Watson & Co.'s buildings were saved by the exertions of the Shameen fire brigade.

In the evening, towards seven o'clock, another fire was reported to have broken out at Tungtuk Street.

It proved to be of formidable dimensions.

Ten buildings were completely gutted.

The fire originated in a tobaccoist's store.

#### OBITUARY.

##### DEATH OF BI-HOP SCHLES-CHESKY.

[From Our Own Correspondent.]

Shanghai, 16th October, 11.45 a.m.

Bishop Schereschewsky died in Japan yesterday.

#### JAPANESE IN MANCHURIA.

##### RAPID INFLUX OF TRADERS.

INCREASED DEPARTMENTAL ESTIMATES.

[From Our Own Correspondent.]

Shanghai, 16th October, 11.45 a.m.

The influx of Japanese traders, speculators and prospectors into North Manchuria continues unabated.

The Japanese Departmental Estimates for next fiscal year greatly exceed those of the current Budget.

#### FIRE AT SHANGHAI.

##### NEW TELEGRAPH OFFICE ABLAZE.

[From Our Own Correspondent.]

Shanghai, 17th October, 2 p.m.

A serious fire broke out shortly after noon to-day in the building which is being erected for the Great Northern Telegraph Company, Ltd. The upper floors were gutted by the flames.

Fortunately, the breeze was blowing from the west and the fire brigade soon managed to get the fire under control.

The alarm was given at 12.15 p.m.

The fire brigade engines are still working while the firemen are pouring tons of water on the smouldering beams.

#### SHANGHAI DOCKS.

##### PROPOSED SALE OF PROPERTY.

NEW GODOWN COMPANY PROBABLE PURCHASERS.

[From Our Own Correspondent.]

Shanghai, 17th October, 4.40 p.m.

A meeting of Shareholders of the Shanghai Dock and Engineering Co., Ltd., has been called for the 1st November.

The business of the meeting is to consider a proposition to purchase the whole of the "Old Dock" property and part of the property between the Cosmopolitan and International Docks by a new Wharf and Godown Company which it is proposed to be formed for the purpose of acquiring the Dock Co.'s property.

[The above telegram was received too late for publication in our last evening's issue—*Ed., H. K. T.*]

#### SIR CLAUDE MACDONALD.

##### ARRIVAL IN SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 18th October, 2.35 p.m.

Sir Claude Macdonald, H.M.'s Ambassador for Japan, who is proceeding home on holiday, arrived here to-day, by the N.D.L.s. *Prinz Ludwig*.

Sir Claude was received by a Naval Guard of Honour. His Excellency is the guest of Mr. H. Kenwick, chairman of the Municipal Council.

#### CRIMINAL SESSIONS.

##### LARCENY AND FORGERY.

18th inst.

The October Criminal Sessions opened at the Supreme Court this morning, His Honour the Chief Justice, presiding, when the Hon. Sir Henry Berkeley, K.C., Attorney-General, asked that the cases against Gidley and Ward be set for hearing next Tuesday. This was agreed to, and the special jury summoned for to-day were discharged and ordered to return on Tuesday next at 10 a.m.

The first case called was that of Tsang Fung, who was charged with (1) larceny of a watch and (2) forgery of a check. The Hon. Sir Henry Berkeley, K.C., Attorney-General, instructed by Mr. G. F. Morrell, of Messrs. Denny and Bowley's office, Crown Solicitors, prosecuted, prisoner being undefended.

The following jurymen were empanelled: Messrs. Charles Schullenbach (foreman), Oscar Rowan Chunnutt, William Iroside, Paul Karl Knyvet, Franz Hesse, Lennox Godfrey Bird, and James Pearson. Prisoner pleaded not guilty.

The Hon. the Attorney-General said that the prisoner at the bar stood charged with stealing four registered letters, the property of the Postmaster General, and with forging a certain chop to gain possession of such letters. Prisoner had formerly been employed at a shop named Fong Nam Lung. In September last four registered letters were sent to the manager of that firm, and were sent again in the usual way for delivery. The addresses, however, could not be found, and accordingly the letters were taken back to the Post Office, and transferred to the *Poste Restante* department. A few days later the prisoner called at the post office and asked for the letters in question, when he was told by the clerk in charge that it would be necessary for him to find some responsible party to identify and guarantee him, in case of loss, the postal authorities did not know him. The next day he returned and presented himself again and stated that the man who accompanied him was the master tailor of the Fung Kwai shop. This latter man's identification of the applicant for the letters appeared good, and the letters were handed over, the prisoner putting on the receipt the Chinese characters for the addressee's name. On the 25th September, Kwong Fung, the real legal owner of the letters, applied to the post office for them, and was told they had already been called for and delivered, the chops for same being shown to him. These he at once pronounced to be forgeries. A report was made to the police and in their company the son of Kwong Fung went to prisoner's house, in Queen's Road, and there found the four letters, and also one of the drafts which had been contained therein, while another draft on the firm was found in prisoner's pocket when searched at the police station.

Evidence in support of the above was adduced. The jury returned a verdict of guilty against the prisoner, who was thereupon sentenced to five years' imprisonment with hard labour on each count, the sentences to run concurrently.

##### ROBBERY WITH VIOLENCE.

In this case the particulars of which have been fully recorded in these columns, the jury returned a verdict against the two prisoners, Liu Fat and Wong Sang Hing of guilty of robbery with violence, and they were each sentenced to five years' imprisonment with hard labour.

##### ALLEGED MANSLAUGHTER.

The second day's sessions of the Criminal Sessions was held to-day, His Honour the Chief Justice presiding, when the case of eugene Street, a warder at Victoria Gaol, was put up for trial, prisoner being charged with manslaughter. The Hon. Sir Henry Berkeley, K.C., instructed by Mr. G. E. Morrell, of Messrs. Denny and Bowley's office, Crown Solicitors, prosecuted, and Mr. M. W. Slade, instructed by Mr. E. J. Gust, of Messrs. Wilkinson and Grist, defended the prisoner. Prisoner pleaded not guilty.

The following jury was empanelled: Messrs. Paul Karl Knyvet (foreman), Walter Ing, Sophus Vilhelm August Idali, James Craig, Georg Friedmann, Charles Schullenbach, and John Byron Scott.

The Hon. the Attorney-General, addressing the jury, in his opening statement, said that the prisoner at the bar had been employed as a warder at Victoria Gaol, and he was accused of having caused the death of a Chinese prisoner in that gaol, by name Wu Luk, by striking, poking, or giving him a blow about the body with his truncheon, while the man was engaged in hard labour, which consisted of shot-drill and stone carrying alternately. The spleen was ruptured, and it was found that he was suffering from an enlarged, but slightly enlarged, spleen, though he made no complaint whatever.

The Hon. the Attorney-General said that the prisoner at the bar was under employed as a warder at Victoria Gaol, and he was accused of having caused the death of a Chinese prisoner in that gaol, by name Wu Luk, by striking, poking, or giving him a blow about the body with his truncheon, while the man was engaged in hard labour, which consisted of shot-drill and stone carrying alternately. The spleen was ruptured, and it was found that he was suffering from an enlarged, but slightly enlarged, spleen, though he made no complaint whatever.

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spleen to continue at hard labour, sleep, take his meals and line up for parade without making any complaint, or whether the hemorrhage would not cause a collapse and incapacitate him from further work, though finally they thought it scarcely possible.

The Hon. the Attorney-General then said that in that case he would not call any further evidence, but would leave the case in the hands of the Court.

Mr. Slade said that under the circumstances his client was entitled to the benefit of the doubt, but he would prefer to be honourably acquitted. Counsel then reviewed the evidence and said the Crown had failed to prove anything against the accused, and asked the jury to acquit him.

His Honour the Chief Justice then briefly summed up, when, without a moment's delay, the jury returned a unanimous verdict of not guilty for the accused who was then discharged, amidst a mild attempt at applause.

#### NEW LAW OF EVIDENCE.

##### PRISONERS MAY TESTIFY.

18th inst.

When His Honour the Chief Justice took his seat this morning at the opening of the Criminal Sessions, at the Supreme Court, he said he wanted to make a few remarks, "more especially to the gentlemen who represent the Press of the Colony, to draw attention, through them, to the fact that a new Ordinance had lately been passed, relating to the Law of Evidence, of which it was important that all Chinese should be made aware, and he hoped that the Chinese newspapers would publish a translation, paraphrased, simply so that all could understand the terms of this new Ordinance, as it was altogether too complicated for the Court to explain in prison."

The Ordinance was intended to give the prisoner the right to know that they may give evidence in their own behalf, subject only, of course, to the right of the Attorney-General or the Prosecuting Counsel, for the time being, to cross-examine them, and this cannot be too widely known.

##### SPECIAL JURYMEN.

##### NO EXEMPTIONS.

18th inst.

After the jury had been empanelled at the Supreme Court this morning to try the opening case of the present Criminal Sessions, His Honour the Chief Justice said that the Hon. the Attorney-General had suggested that Tuesday next be appointed for the hearing of the cases of the King against Gidley and Ward, and so the gentlemen summoned to serve on the special jury to try those cases must return on that day. But, before discharging them now he wished to say that he had received, this morning, a letter from the Registrar of the Court, a large number of applications for exemption from serving on the special jury, for many and diverse reasons, and he wanted to say that he had not the power to exempt anybody from performing the duty required of them by law, except for very much better reasons than any of those adduced by the present applicants.

"Insufficiency of our staff" is quite insufficient reason and has nothing to do with the Court. Then the medical certificates which were necessary for a medical certificate when produced as a *bona fide* reason for exemption to set forth that the person to whom the certificate relates is actually incapable of sitting on a jury, owing to some physical defect. "But how," continued His Honour, "can I accept a medical certificate sent to me to-day to certify that a jurymen will be unable to serve on Tuesday? Such a certificate could not be accepted. In conclusion of his remarks, His Honour said that the necessity of one man to attend imposed his proper duty on another, who, perhaps, had better grounds for exemption, even if he had not applied for them, and that amounted to a shirking of their legal duty, and he therefore hoped that no more of these applications would be made, unless on *bona fide* grounds, as otherwise they could not be entertained.

##### AN OBSTREPERIOUS JAPANESE.

Kuniwo Tansikaki, a Japanese photographer, receded into No. 2 Police Station a few minutes before midnight last night, and feeling his way to the sergeant's desk, related a story. The story was to the effect that he had been assaulted in the street by a woman of his own nationality. He rambled on for some time until finally he asked for the arrest of the woman on a charge of assault. A constable was despatched to look up the case, but he returned later and informed the officer that there was no truth in the Japanese story. The Jap was told of the discovery and asked to leave the station. He refused to leave, and doled out a string of expletives that fairly shocked his hearers.

His behaviour was such that he had to be put out, but he returned once more. On the third occasion, he was put out of the station, and on the last trip, when the Jap dug the corner of his boot into some of the station's flower-pots, which adorn the outside walls of the building, smashing a few, and sending earth and flowers flying in all directions, he was put into a cell. He became very repentant after this and was very profuse in his apologies. He compensated the station for the damage done to the flower-pots, and was looking eagerly for the officer on duty to say: "Go away and behave yourself," but nothing came, and he passed the night quietly in confinement.

He came before Mr. H. H. J. Gompertz, at the Police Court, this morning, on a charge of being drunk and disorderly on the previous night. The Jap said he did not remember a thing of what occurred, and the Court fined him \$5. Kuniwo was still writing letters to his friends in the police court waiting room when our reporter left, calling them to pay his fine.

##### THE VOLUNTEER CAMP.

##### FIRST DAY AT STONECUTTERS'.

[From Our Special Correspondent.]

Stonecutters' Is., Monday.

With excellent weather the Hongkong Volunteers opened their



## THE BURNING OF THE S. S. "HANKOW."

## TERRIBLE HOLOCAUST.

MEN, WOMEN AND CHILDREN BURNED TO DEATH.

MAGNIFICENT STEAMER BURN'T TO THE WATER'S EDGE.

OTHER STEAMERS AND JUNKS IN JEOPARDY.

FINE WORK BY NAVAL SEAMEN.

Sunday, October 14th.

Hongkong has been visited during the past few weeks by a series of calamities which have shaken the Colony to its very core, but nothing so horrible has occurred as the burning of the Canton steamer *Hankow*. We have faced a succession of typhoons; we have seen men, women and children drowned by the score in sight of assistance; we have heard of tragedies innumerable, but nothing equals the ghastly and terrible scenes which occurred on board the *Hankow* as she lay at her anchorage on arriving from Canton. In fact, the only parallel which suggests itself at the moment is the burning of the steamer *General Slocum* on the Hudson river some years ago. The agonising screams of nearly 2,000 Chinese who were trampled and scorched to death will live in the memory of those who heard them till the end of their lives, and the spectacle of the inferno presented as the vessel blazed into the night can never be forgotten. The fiercest picture of hell's fury will not eclipse what was seen in the early hours of this morning, and even to a case-hardened journalist it is painful to write of the event.

At three o'clock in the morning the *Hankow* laden with a valuable cargo and carrying about 2,000 Chinese passengers arrived at Hongkong from Canton and was safely berthed at her wharf. The *Hankow*, belonging to Messrs. Butterfield & Swire, has always been a favourite with native residents on account of the excellent accommodation provided, the cheerful conditions on board, the courtesy of the officers and it may be added the appearance of the boat, for she was the largest on the run. Accordingly it may be taken for granted that the vessel rarely reached Hongkong with less than 1,000 Chinese travellers, but on her last trip it will never be known exactly how many were on board for all traces of them have disappeared in the devastating flames or in the waters of the harbour. As already remarked the *Hankow* moored at her wharf and the passengers prepared to leave. Naturally most of them had been asleep in their bunks or on the mats with which the Chinese coolies invariably provide themselves. They were probably only half awake when the vessel arrived. There was no hurry to disembark, no confusion, nothing whatever dissimilar to good order. Suddenly a cry was raised that fire had broken out in the after part of the vessel. The chief officer went up to the commander, Captain Branch, and formally reported the fire. Immediate steps were taken to cope with the outbreak, but from the outset it was obvious that the vessel was doomed. Captain Branch rushed to the cabins of the European passengers—among whom were Mr. Zundel, the Canton manager for Messrs. Arnold, Karberg & Co., and Miss Nicholl, a lady teacher in the Philippines—and roused them. The ladies ran to the wharf in their night-dresses while the men appeared in pyjamas. There was no question of luggage in the struggle for life. Everybody lost their everything and the European passengers are to-day thanking God for preserving their lives.

By this time pandemonium prevailed on the lower decks. The Chinese seized their belongings and made a mad rush for the gangway. Hundreds were distraught and simultaneously dashed to the only means of escape, with the result that nobody could get near the gangways; men, women and children were felled to the deck and ruthlessly trampled upon. As a matter of fact, the ignorant coolies utterly lost their reason; they were lunatics for the time, and it is safe to say that if they could possibly have been controlled the loss of life would have been averted. But no one can control a lunatic, least of all a crazed coolie, and thus the terrible result of the conflagration. What made matters worse was the extraordinary character of the fire. It began as stated in the after part of the vessel; in two minutes it had appeared in the bow, and within five minutes the ship was a mass of living flame. No words can depict the scene which presented itself to the few spectators who were in the vicinity of the *Hankow* at the moment. There was no time to think. The Chinese fell and were suffocated, for it is merciful to think and to hope that the agony of the flames was

mitigated by the oblivion of asphyxiation. But the momentary battle for life was terrible and is even now horrible to contemplate.

Hundreds of men, women and children were fighting for a foothold on a narrow gangway. Their screams were heartrending; they could be heard half-way up the Peak. Residents awakened in the middle of the night by the ear-piercing cries, saw from their windows the blazing vessel and could guess, though they formed little conception of what was happening on the waterfront. The flames were spreading far and wide, high over the surrounding buildings. A strong wind was blowing at the time, carrying the spread of death to vessels a hundred yards away. A couple of junks which had been lying near the wharf of the *Hankow* were utterly consumed, and whether the occupants escaped is unknown. A Chinese wharf—the only one that survived the typhoons—was crumpled up and destroyed. The *Powen*, another Canton boat, which was lying at the opposite side of the *Hankow*'s wharf, managed to be towed away and escape from the scene of the conflagration. Meanwhile, the *Hankow* was burning from

How many escaped death by fire or water it is impossible to say. Usually when a vessel arrives from Canton many of the passengers are prepared to jump ashore immediately, but when a ship enters in the early hours of the morning there is a disposition to remain on board until dawn, or at any rate to dawdle over the work of getting the baggage on the wharf. It is said that if one hundred escaped it must be regarded as a miracle. Readers may thus realise the terrible holocaust that occurred and the frantic scenes that took place at the wharveside. During the height of the recent typhoons many tragic spectacles were beheld but nothing more pitiful can be imagined than the sight which was to be seen before day-light to-day. The absolute helplessness of anybody to render assistance intensified the tragedy.

The news of the occurrence spread with amazing rapidity. When morning had dawned hundreds were at the wharf gazing impatiently at the remnant of what was admittedly the finest steamer on the Canton river. Nothing remained but a shell, blackened, smoking, an utter wreck. The fire engines

the imposing funnel stood in bold relief a column of brassy red iron in the midst of a long trailing cloud of smoke and, tongues of flame that seemed to leap higher than the 60-foot buildings lining the waterfront. "Kau miang! Kau miang!"—Save life! Save life!—rose again and again, higher and higher, over the raging noise of the devouring element, and as hundreds of voices clamoured piteously for help that could never reach them, the tale of destruction as the imploring echoes gradually died away was frightful to contemplate in the imagination.

As soon as it was practicable a representative of the *Hongkong Telegraph* was promptly upon the scene of death and desolation. From an eye-witness who was present at the first outbreak and throughout the horrible spectacle of destruction, as well as from other reliable sources, were gathered the particulars relating to the most recent of the series of calamitous events with which Hongkong has been visited within a month.

The *s.s. Hankow*, Captain B. Branch, left Canton for Hongkong as usual last evening. She carried, it is said, about two thousand Chinese passengers in round numbers, besides seven Europeans, included among whom were Mr. Zundel, of the firm of Messrs. Arnold, Karberg & Co. at Canton, Miss Nicholls, a lady teacher from the Philippines, and two other ladies. The cargo was of a most valuable nature. It consisted of 560 bales raw silk, 400 bales waste silk and about 3,700 rolls matting.

The *Hankow* drew alongside the wharf at 3 o'clock this morning, reporting "all well," and within a few minutes was made fast. Almost immediately after, at 3.15 a.m., the Chief Officer, Mr. H. W. Holmes, rushed up to Captain Branch saying: "Ship on fire!" Then he went at once to the Chief Engineer (Mr. James Christie) with instructions to turn water on to the ship's hose. Unfortunately, the direction could not be carried out. None of the members of the engine-room staff could

masters had steamed their craft out of sight, and the *Powen* was left to the tender mercy of the wind and flame which, fortunately, proved entirely propitious. A North-east wind was blowing and so long as the direction was not changed the *Powen* was comparatively safe. Luckily for her two other steam-launches were hailed, which acted as towboat for the *Powen* upon a guaranteed payment of \$50 each. The *Powen* was accordingly hauled out into the stream. Such was the intensity of the heat from the burning vessel that the paint on the port side of the *Powen* was literally peeled off.

LIGHTERS SAVED.

Two of the lighters, also belonging to the Hongkong, Canton and Macao Steamboat Co., Ltd., which were lying alongside the *Powen* having cargo discharged into them were also towed out of reach of the devouring element.

A PIER BURN'T.

The only wooden pier in this locality which survived the great storm of last month was doomed to destruction to-day. It is situated about a hundred yards distant and westward of the *Hankow*. The breeze fanned the flames on to the direction of the pier, which eventually became ignited and burnt down to the water's edge.

THE STABILITY OF THE RIVER CO.'S WHARF.

At the most crucial moment of the fire the *s.s. Hankow* sprung about two feet from the wharf, and as she did so the fine steel pier just bent over slightly, but suffered absolutely no damage under the great strain. It speaks volumes for the construction of one of the finest landing stages to adorn the waterfront of the Colony that it stood two such severe tests like the typhoon of 18th Sept. and the fire of this morning with practically little or no damage. It may be mentioned that the Co.'s firehoses at the wharf proved their utility and efficiency this morning.

THE GOVERNOR ON THE SCENE.

Amongst those to arrive at an early stage of the disaster was His Excellency the Governor

them of their boarding-houses and go in search of customers. It is believed that one of these men overturned a lantern which set one roll of matting afire, thus rapidly igniting the rest.

"THE OPIUM FIEND."

The "Opium Fiend" has as usual, his army of detractors. It is positively asserted by the huge phalanx of anti-opiumists that the calamity must be laid at the door of one of the smokers who, while indulging in one of his pipes, accidentally set the first spark with such calamitous results.

THE ELECTRIC INSTALLATION.

A third theory finds advocates amongst those who believe that a fusion of the electric wires set fire to the first roll in the stack of matting which made such excellent fuel for the flames.

SUSPECTED INCENDIARISM.

The last theory which has a large number of warm supporters is that the burning of the *Hankow* was a case of incendiarism. It is alleged that the fiends who could devise such a malevolent scheme of destruction felt safety in concealing their plan to be carried out after the ship's arrival in port when the great vigilance of the officers would be relaxed, and when, it was imagined, the passengers could get away, upon the first alarm, with comparative ease. The fact that the ship was observed to be ablaze fore and aft within five minutes of the first report, as definitely stated by an eye-witness on the wharf, gives the strongest support to the arson theory.

ESTIMATED LOSSES.

The loss in ship and cargo is roughly estimated at rather over a million dollars, made up as follows:—

Steamer, .....	\$400,000
Cargo Raw Silk, .....	550,000
Waste Silk, .....	40,000
Matting, .....	30,000

Total, ....., \$1,020,000

All the mails were burnt as well as the private letter boxes on board. The officers lost all their personal effects. Capt. Branch besides losing his certificates and papers lost also his valuable documents and securities left on board. Chief-Engineer Christie lost all his Masonic orders.

Firemen's Good Work.

The firemen showed up brilliantly in rescuing the unfortunate passengers from the burning ship, and some had very narrow escapes of being numbered among the dead, in their attempt to save those who were near the flames, but who could make no headway to leave the vessel. The brave firemen rushed down the gangway time and again and dragged those who were in danger ashore, at the peril of their own lives. Thanks to their noble work over 100 persons, including infants, were rescued from the floating hell, but when the flames travelled to amidships and licked the sides of the wharf, destroying the gangway and rendering all chances of further rescue impracticable, the firemen could do no more. All those on board of her then were doomed to eternity.

Soon after the fire had burnt itself out, demolishing all the upper deck and superstructures, both aft and forward, but leaving the engines and boilers without much damage, the firemen, who were comprised of the following officers: Inspector Warnock, Sergeants MacDonald, Lee, Davitt and Grant, Firemen Cooper, Parr, Murphy, Counsell, Fox, McLennan, Wilson, Sutherland, and Ingham, in charge of Chief Inspector Baker, made for the hold of the ship to clear away the dead. Others searched the adjacent waters for the drowned. Thirty-six bodies were picked out of the sea, while up to a late hour this afternoon over 100 charred and unrecognisable bodies were removed from under the debris of the ship.

JUNK PEOPLE REFUSE WORK.

An incident occurred while the gruesome work of removing the charred bodies was on. Junks were engaged to move the dead. Thinking that the junks were ready the bodies were removed from the hold of the ship in mats and taken and laid on the praya wall. When about twelve bodies had been lying there for nearly half an hour it was discovered that the junks previously engaged were not in sight and on inquiries being made by the police it was learnt that the junk people had refused to undertake the work. After some delay junks were obtained, and after they had been filled with dead bodies they were taken in tow by launches and removed to the different mortuaries preparatory to burial.

The *s.s. Hankow* is a single screw, paddle wheel vessel of 3,073 gross tonnage. She has been on the Hongkong-Canton run for a number of years, and was one of the most popular boats to both the Europeans and Chinese plying in the trade. She was to many natives the "joss ship," having two eyes engraved on her paddle wheel box, and many a superstitious native would prefer to postpone his trip in order to go by the *Hankow* than by any other vessel on that run, travelled so quickly.

THE MORTALITY.

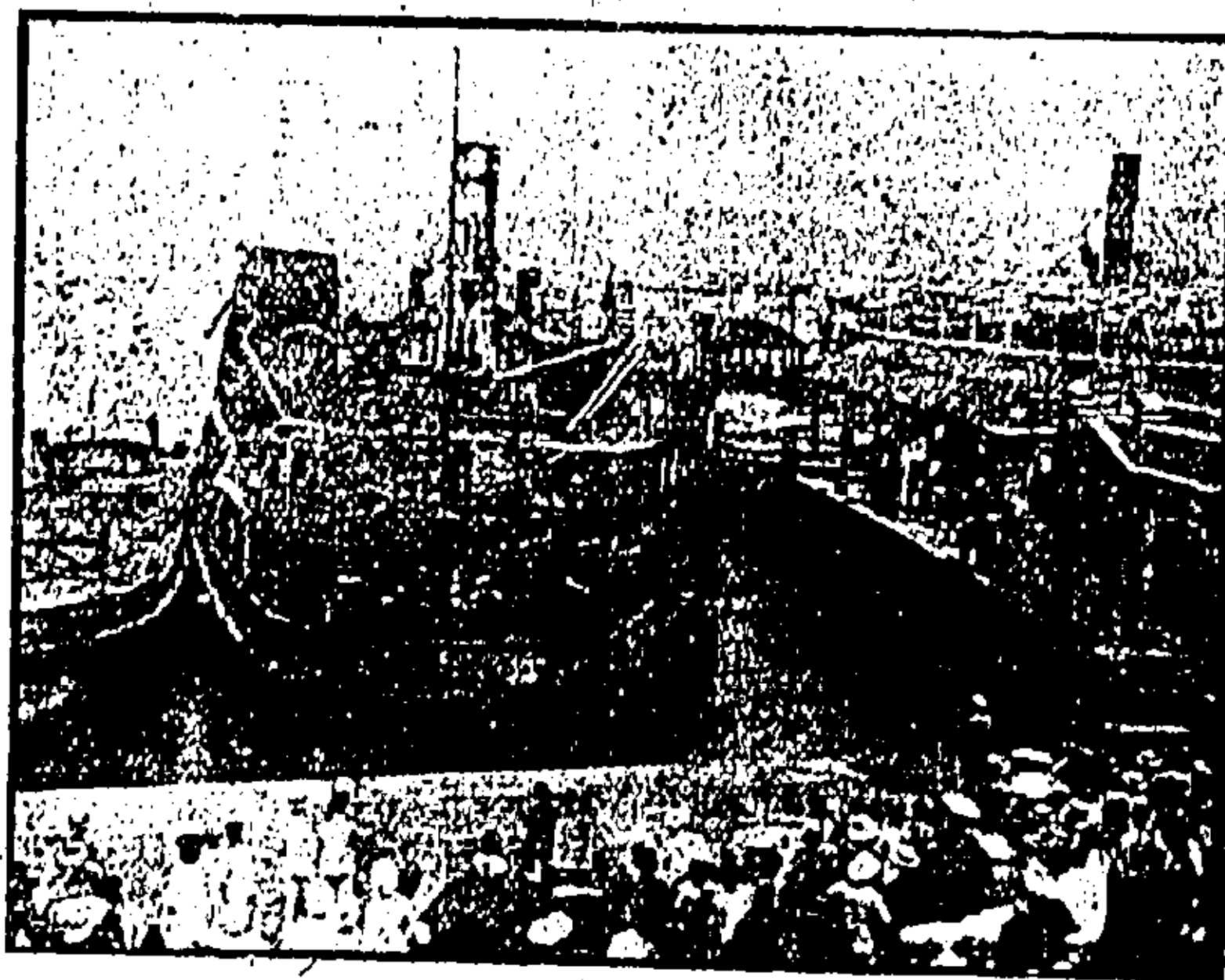
The official report of the number of persons killed, up to one o'clock to-day, is as follows:—

Burnt on the steamer, .....	85
Drowned in the harbour, .....	45

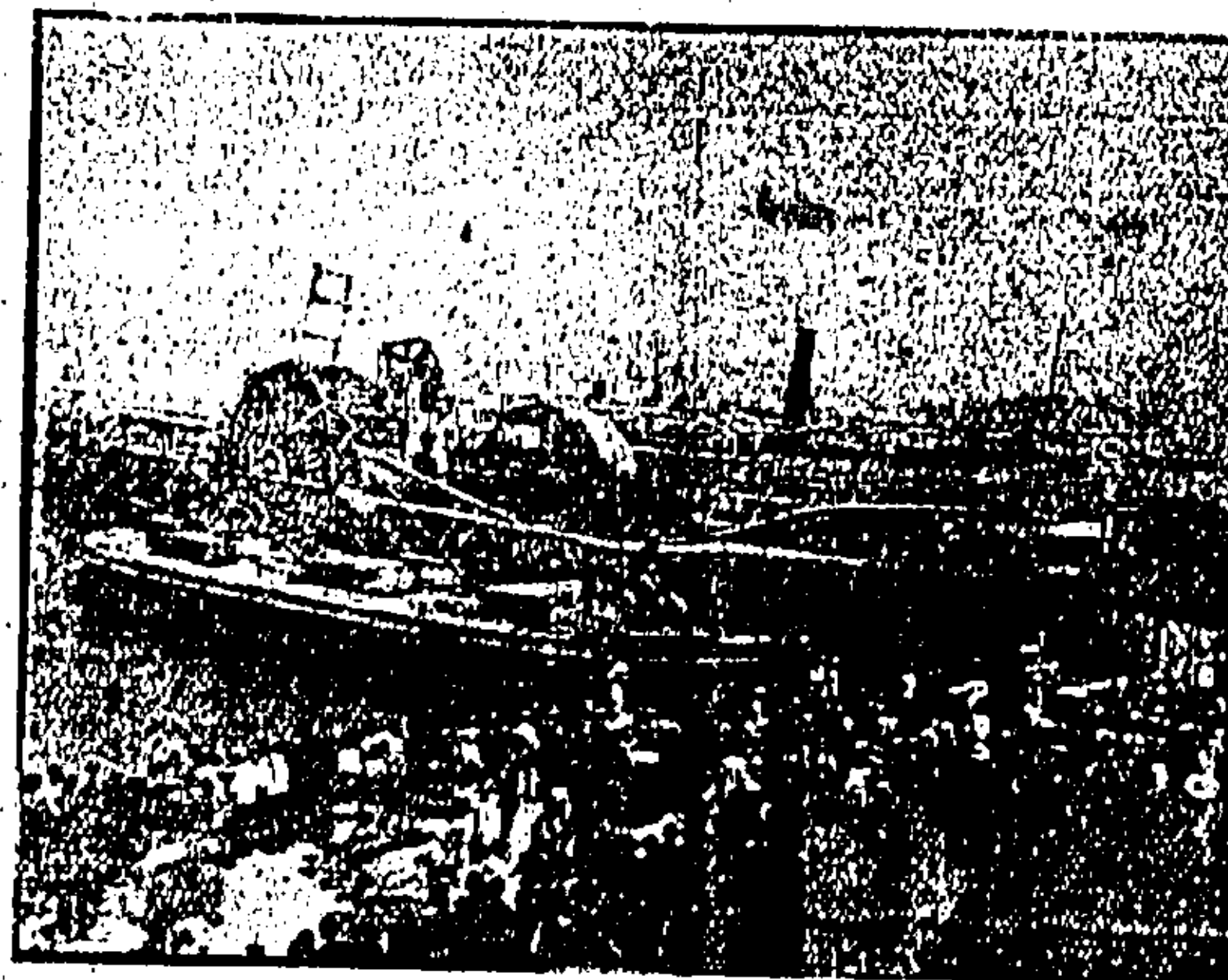
THE CREW.

The names of the European crew of the *Hankow*, all of whom were saved, are appended below:—

Mr. B. BRANCH, CAPTAIN,  
Mr. H. W. HOLMES, CHIEF OFFICER,  
Mr. GEO. WILLOUGHBY, SECOND MATE,  
Mr. JAS. CHRISTIE, CHIEF ENGINEER,  
Mr. JOHN THORNBURN, SECOND  
Mr. THOS. NISBETT, THIRD



THE "HANKOW" AFTER THE FIRE.



THE THRONG OF SPECTATORS.

every port and loophole, while a few frenzied passengers were making final efforts to cheat the grim figure which overshadowed them. Many in the throes of agony leapt into the sea and were drowned. Many were crushed to death under the feet of their fellow compatriots. Women and children had no chance of success in the insane rush for the gangways. All this he remembered occurred within a very few minutes. Chinese on the house-tops watching the scene but unable to stir a finger in aid of the passengers were silhouetted against the black sky.

When the chief officer had informed the captain of the first outbreak, he rushed to the engine room in order to get the fire-hose into play, but in five minutes the engine-room was a seething cauldron and nothing could be done. The officers made their escape as best they could, utterly helpless to render aid to the passengers. Rockets were fired to call assistance and the commander of H.M.S. *Flora* sent a detachment of men with a manual engine to the scene. The Naval Yard also sent a contingent to assist the land brigade with the wharf hoses, but human efforts were powerless to oppose the flames. In the opinion of those, however, who saw the herculean efforts of the volunteers to stamp out the flames and rescue the suffering both from the vessel and the water some recognition should be made of their conduct. If they failed to achieve the results for which they laboured it was only because none in their position could have succeeded.

Shortly after four o'clock in the morning His Excellency the Governor, accompanied by his aide-de-camp, arrived at the wharf, but by that time there was nothing to be done. His Excellency expressed the opinion that the vessel should have been scuttled immediately the outbreak occurred, but when it is remembered that there were 2,000 people on board and, also, that the ship was on fire from stem to stern five minutes after flames were seen, it will be recognised that the Governor's suggestion was hardly practicable, if not impossible.

were playing on the smouldering debris. What was more nauseating than anything else was the smell of burned human flesh. The firemen were bringing numerous bodies ashore and ranging them on the Praya wall, decently covering them with mats. But there was nothing to see, nothing to identify. A few charred remains, a hand, perhaps a leg, a blackened corpse—it was worse than the typhoon. There was no sign of the junks which had been involved in the fire. The *Hankow* was still burning at noon to-day.

What the actual loss caused by the fire will reach it is impossible to suggest. Only the roughest estimates can be offered at the moment, but it is well within the mark to say that the owners have lost half a million dollars—some say a million. The *Hankow* herself was valued at \$400,000. Among the goods carried by the *Hankow* were 560 bales of raw silk, 400 bales of waste silk, 3,700 rolls of matting besides a large miscellaneous cargo whose value is unknown. Two hundred bales of raw silk have been recovered, but the material is greatly damaged by water and will only fetch a fraction of its original value.

AN EYE-WITNESS NARRATIVE.

Hardly had the stroke of three o'clock from the Clock Tower died out in the distant air of the still moonlit night when residents on the suburban levels above the city limits were aroused by the clanging of the brazen bells denoting in its scurrying tones the outbreak of a fire. There was a pause, then a deliberate stroke followed by a second stroke and a pause, located the fire in the Central district of the city. No sooner had the aroused slumberer gained the verandah of his residence than a sight—as magnificent as it was appalling to behold—rivetted the attention of the beholder upon a scene with the echoes of the shrieking, hundreds of human voices clamouring for help, which it was beyond the power of man to render, telling of the holocaust which was being enacted on board the familiar old river steamer—the *s.s. Hankow*—owned by Messrs. Butterfield & Swire. That it was the good old *Hankow* that was burning there admitted of no doubt; for right on the water's edge, removed about a hundred feet from the farthest line of the tallest buildings on the New Praya,

remain in the engine-room any time as the heat was terrific; the place being described as a veritable furnace.

THE EUROPEANS SAVED.

Mindful of the safety of his passengers before his own, Captain Branch personally hastened to the Europeans in the cabin apprising them of the imminence of danger. As best they could, all the Europeans rushed out and made for the wharf across the gangway, some in their night clothes, while the ladies escaped in their nightgowns.

By 3.30 a.m. an immense crowd had assembled near the approach to the wharf and it was as much as the Police could succeed in doing by keeping the crowd back from drawing too close to the firefighters, one and all of whom worked with herculean efforts to save the ship from total destruction.

MEN-O-WAR'S MEN TO THE RESCUE.

The local fire brigade was supplemented by a most valuable Naval contingent. As soon as the fire was discovered two signal rockets were fired. In answer to the call for assistance, the "handy men" were on the scene almost in no time. A contingent was sent away from H.M. cruiser *Flora* in port with a manual engine, the same being reinforced by a detachment from the Naval Yard. Once on the scene the sailors worked like Trojans; but for their help—great as were the efforts of the Hongkong Brigade—the task of controlling the conflagration would have presented difficulties beyond the original numerical force of the firemen to successfully cope with. With two steam engines at work on shore—the fire-boat having foundered in the typhoon of the 18th September—the manual engine from the *Flora* and the large body of energetic rescuers the fire was practically got under control by 5.30 a.m., when the Naval contingent retired.

THE "POWEN" TOWED OUT OF DANGER.

The *s.s. Powen*, Capt. Valentine, of the Hongkong, Canton and Macao Steamboat Co., Ltd., was lying on the eastern side of the wharf while the *Hankow* was in flames. Steam could not be got up on the *Powen* quick enough for her to steam out of the danger zone. Recourse had to be had to launches to tow the *Powen* out. Two Chinese steam launches were at first secured to perform this duty, but when they were brought to the *Powen* they refused to take the riverboat in tow, demanding an extortionate price which, under the circumstance, admitted of no bargain making. Before, however, an agreement could be effected, the launch

Sir Matthew Nathan, K.C.M.G., who was accompanied by his Aide-de-Camp, Capt. C. H. Cilman, The Governor watched with considerable interest the progress of operations to subdue the fire, and at one time, it was suggested, His Excellency expressed his opinion that it would be well "to scuttle the ship." At that stage it was practically impossible to act upon the suggestion, and all efforts were confined to extinguish the raging flames. The Governor retired after being a quarter of an hour at the wharf.

Prominent among others on the wharf were Capt. R. Innes, marine superintendent, Messrs. Lutfeld and Swire, and Mr. John Arnold, whom it is scarcely possible to find a more zealous official identified with the large and growing interests of the Company to which the rise, growth and development of the river traffic is mainly due.

A GAUNT SKELETON.

All that remains of the once fine palatial river steamer is the gaunt skeleton of her charred frames. All the woodwork has been entirely burnt out; the paddle-wheel boxes—or rather all that remain of them—are distorted and charred; the iron stanchions twisted out of shape; and the plates above water-line bent by the great intensity of the heat. So that in the work of repair which the Dock Co. may be called upon to make, practically a new steamer must be made out of the blackened remnants of the *s.s. Hankow*. Curious to relate by a most strange coincidence one lifeboat has not been touched by the flames; she remains intact, and was the object of many comments of wonderment that in the position it was in, it should have been possible to escape destruction.

THE ORIGIN OF THE FIRE.

Many theories have been advanced as to the possible origin of the fire. Amongst those principally discussed in shipping circles to-day there are four likely theories. The first is attributed to the overturning of a hand lantern by one of the numerous gang of boarding-house runners, as is well known, upon the arrival every day of the Canton River night boats quite a rush is made for stowage passengers by what are locally called

THE BAMBOO BRIGADE.

The "brigade" consists of Chinese boarding-house runners who "rush" the lower deck after the saloon and second saloon passengers have disembarked. The men carry huge oil lanterns with conspicuous signs painted on



THE DOCK STRIKE.

CARPENTERS RESUME WORK.

When the carpenters at the Kowloon Docks last week presented a demand for increased wages, which was accompanied by the threat that the operations would go on strike, if their demand was not complied with, a meeting was held of all the owners of ship-building and ship-repairing yards in the Colony. It was decided that the demand should be resisted. Every firm, European and Chinese, with a single conspicuous exception, agreed to the only expedient line of action under the circumstances. As the carpenters continued to leave the works, the owners remained to all appearances indifferent to them until, speaking as regards the largest establishment, practically all the men had left the works, excepting the foremen carpenters. By virtue of the concerted action agreed upon, the men could not all hope to obtain employment even though a single firm was actually paying the higher rate of wages. Fortunately for the labour condition of the Colony the firm in question is far from being a ship-building or ship-repairing establishment, but the principal employers of labour so that their work soon had a sufficient number of the skilled men for whose services they were paying a larger rate of wage than currently obtained in the Colony.

The strikers could not hold out longer than their means would allow them, and when the wherewithal to sustain the strike began to give out the men had ultimately to give in. Yesterday a number of men began to troop in past the gatekeepers at the Kowloon docks, and this morning, we believe, the number of carpenters resuming duty was largely on the increase. It is expected that by to-morrow the strike will be completely over, and the work in the carpenters' department at Kowloon will proceed with as much energy and vigour as before.

KOWLOON-CANTON RAILWAY.

Negotiations relative to the proposed Kowloon-Canton Railway are not making anything like satisfactory progress. There seems to be a certain amount of stagnation on the part of both sides, and it is not probable that any agreement will be reached before the end of the year. The Government is waiting for the Chinese to settle matters, and the Chinese are waiting for the Government to settle matters. It is in case anything should happen that would seem to damage the Chinese interests, he wishes the Government to plan the new line.

THE S.S. "YU-HA-SANG."

SAFE AT MANILA.

Says the *Cablenews*, of 16th inst.—Considerable concern was expressed yesterday in shipping circles for the safety of the steamship *Yu-ha-sang*. She left Hong Kong Thursday and was due here Saturday, and if she does not come in to-day she will be four days overdue. Messrs. Smith, Bell and Co. called to their agents at Hongkong, but did not get any reassuring news.

Although strong winds have been blowing on the China Sea for the last 48 hours, they have been strong enough to disperse a boat like the *Yu-ha-sang*. The *Cablenews* was informed by the Observatory last night that no storms or consequences have been recorded.

A rumor that the *Yu-ha-sang* was at Manila in a disabled condition was brought to the office of the Atlantic and Pacific Co. this morning, but was not confirmed. And at 5 p.m. yesterday, Mr. Bell and Co. had not heard anything of her.

When it became known at 3 o'clock that the *Rubi* was coming into the harbour, several launches went out to meet her hoping that she had sighted the *Yu-ha-sang*.

But the skipper reported that he did not see her, and in fact did not know of her being overdue until told of it. The *Rubi* herself was some hours late, being due to arrive at daylight. The captain reported a heavy North-east gale from Hongkong to Point Piedra.

Later advice was received at the *Cablenews* office last night to the effect that the *Yu-ha-sang* dropped anchor in the bay just as it was getting dark. As she came in late to be boarded and inspected, nothing could be learned of her condition.

A latter issue of the same journal says: The steamship *Yu-ha-sang* anchored in the bay Tuesday night at 9 o'clock, being over three days overdue. She brought two stow-away passengers, a general cargo and 200 head of cattle, 11 head of which were lost overboard during the storm she weathered. The loss of the cattle was the only damage sustained. Not even a stanchion was broken.

She ran into a strong North East gale at 7.15 p.m. October 4. She was to have left on October 5. Captain Money tried to keep her on her course, but at 1.30 p.m. she was compelled to heave to, which position he kept until 6.45 a.m. of the same date, and then how to gain until 8.30 p.m. of October 7. The wind then moderated and she came on to Manila without further difficulty.

SHIPPING MAGNATES COMING EASTWARD.

TWO ROYAL HIGHNESSES.

Reuter wired out the other day that a party of Danish financiers, representing the East Asiatic Company, were to leave for the East shortly in a ship, and that the company had a representative of the *Singapore Free Press* called at the company's local agency to obtain details of the projected trip.

Our representative was courteously informed that the "financiers" are the directors of the East Asiatic Company of which Mr. H. N. Anderson is the managing director, and that Prince Waldemar of Denmark, who comes out with the party with his nephew Prince George of Greece, is financially interested in the company.

The party are to make the voyage in the company's fine big steamer *Burmah*, which has been just docked and refitted for the purpose, and has already left Copenhagen to pick up her "passengers" at Marseilles or Brindisi. The *Burmah* was formerly one of the Castle liners and makes an ideal yacht. She was, however, bought by the Danish company just before the war for the purpose of conveying the Russian soldiers to the Far East. Recently, however, she has been occupied in taking tourists northwards to witness the glories of the midnight sun, and also took a large number of "yachtsmen" to Tromsø for the coronation of the King and Queen of Norway.

It will be about the middle of November, however, before the *Burmah* with her interesting passengers will arrive at Singapore for a considerable stay will be made in India, and a call may even be made at Calcutta. The party are, however, due at Bangkok on Dec. 1, and after a further lengthy stay there, where the company has important interests, a visit will be made to China and Japan.

SANITARY BOARD.

16th inst.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Boardroom, the usual members being present; when the following business came before the Board:

**CONSERVANCY BOATS.**

A petition from Chan Yuk, scavenger and conservancy contractor for the Tsim Sha Tsui and other places in Kowloon, was submitted to the Board, in which the petitioner said that, owing to the recent typhoon of the 18th ult., he had lost over twenty of his dust and conservancy boats, of both small and large sizes, as well as a large junk which was used for conveying night-soil to Canton. In this way he had suffered a total loss of \$9,000. He therefore prayed that he might be granted some compensation to enable him to purchase some new boats.

Mr. Lau Chai Pak inquired: I don't think the petitioner is telling the truth. The value of all his boats, even if all were wrecked, could not be more than \$3,000. He had not twenty boats.

Correspondence was also laid on the table regarding the scavenging of the City, in which it was also said that the contractor, having lost all his boats, could not do the work.

The Medical Officer of Health said that the loss of the boats was no excuse for the contractor neglecting his work. As it was a question of the health of the City, he would collect the refuse, and they dumped it on the heaps already in the Praya, instead of taking it to Kennedy Town, and consequently the Government was paying for having it removed away from the Praya.

Mr. Humphreys inquired: If the scavenging work is not being done properly, let the Government do it, and deduct the cost from the conservancy contractor's security. As regards the loss of his boats, the conservancy contractor will, no doubt, receive some consideration from the Typhoon Relief Fund, half of which is being contributed by the Government.

Mr. Lau Chai Pak inquired: The best way for the Government to take over the work, pending the letting of the next contract, giving the new men plenty of time to buy new boats.

The Hon. the Principal Civil Medical Officer inquired: As stated at the last meeting of the Board, the disposal of the refuse is at present being done by the Government. I doubt whether relief will be given from the Typhoon Relief Fund to the syndicate carrying out this contract.

16th inst.

Further consideration was laid on the table relating to the cases of human excreta as manure for vegetable gardens, in which the Principal Civil Medical Officer said that the practice was both disgusting and dangerous, as tending to produce typhoid, cholera, and worms, and, according to the scavenging and conservancy by-laws, illegal. The gardens might be allowed to use stable, cattle, and pig manure, though even that was illegal, and the by-law would have to be amended to meet that necessity.

Mr. Lau Chai Pak inquired: This question has been carefully gone into quite recently. I know of no case where the interior of China, which is more robust health than the gardens, who constantly handle human excreta. As a rule typhoid fever and cholera are not known to have occurred amongst them. If the President's argument is logically carried to the extreme, the importation of vegetables from Canton and the neighbouring villages will come nearly all the fresh vegetables we consume, will have to be entirely stopped.

When this question was last discussed, the acting Medical Officer of Health did not agree with the opinion of another expert on the same subject. The Medical Officer of Health of the Shanghai Municipal Council, in his report, says that there is no better means of disposing of human excreta than returning it to Mother Earth, as is done by the Chinese farmers, and that fermentation, in covered pits or jars, will reduce the offensive smell, and is sufficient to kill all the germs. Our own acting Medical Officer of Health, as I understand at the time, in support of his argument, said that under certain conditions it would be safe to use human excreta, if it were first treated with lime, and if the vegetables were eaten uncooked. Who are we laymen to believe? In view of so many sacrifices having been made for experimenting with sanitary theories, I am opposed to making further sacrifices by depriving the Chinese gardeners of their means of livelihood. I don't think the by-laws were ever intended to apply to the gardeners at Kowloon, who have, for generations, been allowed to carry on their trade without unnecessary interference.

Mr. Humphreys inquired: I agree with Mr. Lau Chai Pak. The whole question was gone into about six months ago, and then the Board decided not to interfere with Chinese gardeners at Kowloon who were more than 10 feet away from a public highway. It would be handicapping our own farmers, as against Cantonese farmers, and as the latter supply most of the vegetables that come into this market without any restrictions whatever, the recommendation of the Principal Civil Medical Officer would only inflict a useless hardship.

Mr. Fung Wa Ching inquired: I don't think we should interfere with the Kowloon farmers' present method of fertilizing. In my opinion, there is no cause for apprehension on the part of the Principal Civil Medical Officer, for if there was any danger of typhoid or cholera being contracted through human excreta being used as manure there would not be an existing south-eastern China, where human excreta is generally used.

The Captain Superintendent of Police inquired: I agree with Mr. Lau Chai Pak and Mr. Fung Wa Ching.

The Hon. the Principal Civil Medical Officer inquired: There is no need to reopen the question which was thoroughly discussed in February last.

16th inst.

A report was submitted to the Board relative to over-crowding in the month of September, which showed that during that month from the various health districts of the City thirty-nine prosecutions were brought, and 260 people ordered to vacate other over-crowded premises.

**LIQUOR EXAMINATION.**

The Government Analyst submitted his report on examinations made under the Sale of Food and Drugs Ordinance, during the month of September, in which period he examined six samples of milk, four of rum, and four of whiskey, all of which he found genuine.

**LIMEWASHING.**

During the fortnight ending Tuesday, 9th October, 43 houses were lime-washed and cleaned under the supervision of the Sanitary officials.

**PUBLIC WATER SUPPLY.**

The Government Analyst submitted his report on samples of water taken from various wells in the Colony during the month of September, all of which he was able to pronounce of excellent quality.

16th inst.

We have received from Mr. Mee Cheung, photographer, of 60 House Street, a set of very fine photographs of the *s.s. Hankow* after the fire on Sunday morning. The photos are well worth the money, being sold at 10, 15 and 25 cents each, according to size.

INDIAN SOLDIERS AGAIN.

EUROPEAN GENTLEMEN ASSAULTED.

Not satisfied with taking advantage of innocent Chinese at Yumati recently, the Indian soldiers stationed on the peninsula went a step further this morning when they assaulted two well-known European gentlemen in their own garden. From particulars which reached us to-day we are given to understand that some time this morning, while the gentlemen in question, whose names we are not as yet in a position to disclose, were inspecting the flowers in their garden, they came across two Indian soldiers, one carrying a gun, trespassing on their property. The Indians were asked what they wanted and it was alleged they became insolent and they were told to get out. Whereupon, according to our informant, one of the gentlemen was struck on the mouth by one of the soldiers, while the butt end of his gun on the gentleman's head, but the blow was warded off by the gentleman raising his arm in time. They then left. The names of the soldiers were obtained later, and steps will be taken to bring these men to book.

AN ANCIENT LAW-SUIT.

MISSIONARY-PLAINTIFF NON-SUITE.

[From a Correspondent.]

Canton, 13th October.

Some years ago a Cantonese, named Wong Shun Ping, made plans to build a business house at Fong Chun, near Fat, Canton, and had marked out the land for the purpose, and had it surveyed, and so forth. Then in stepped an American missionary, named Mrs. Kerr, who claimed the land as her property. A dispute arose between the parties, and as there was no prospect of the matter being settled between them, Mrs. Kerr went to law, and the case dragged on for some years. Recently, however, H. E. Viceroy Shum despatched a magistrate to the scene, to make a thorough investigation into the matter, and then to make a full report to H. E. Viceroy Shum. Upon receiving this report, the magistrate, H. E. Viceroy Shum sent an intimation to the American Consul-General at Canton, the text of which is as follows: This case had been renewed again and again for the last few years, and officials have been sent more than ten times to investigate the matter, and it was his opinion that the matter could be settled at once, and not delayed any longer. In going into the matter at last, it was found that the land, a 500 m, built on the ground adjoining that claimed by Mrs. Wong Shun Ping, is only rented by Mrs. Kerr. The lots are in two parcels: one large and one small. The larger piece has been paying tax for more than 17 years, and the smaller piece for 25 years. According to Chinese law a person buying or selling land, deed, selling forth the measurement of the owner's name, proper position and situation, and the exact boundaries, so that a person cannot buy a small plot of land, with a view to seizing a plot adjoining, which is another man's property. According to the 'Tai Ching Law Book', in the clauses relative to the sale of land by private arrangement, it is laid down that whenever any person claims any land as his property, as having belonged to him for a long time, it can be proved at any time, from the books kept in the Treasury Department, as well as from the tax-books kept by the same department, who is not the owner, and therefore whether the person claiming the land has a legal right to it or not, and if he has such right the measurements in the register will show to just how much he is entitled, while the possession of the title-deed will establish his legal ownership. If the measurements are wrong, then it must be seen whether the owner has placed any stone or mark, with his name on it, on the boundaries. When a new title-deed is issued the old one is to be cancelled as being null and void, and should any person come forward, as laid upon an old title-deed such person will be seriously punished.

In the present case Mrs. Kerr and Wong Shun Ping went to law about a piece of land which was outside the measurements of the land held by Mrs. Kerr, as stated from Cheong King Tong, but Mrs. Kerr has not proved that she ever rented the land at all, nor has she any title-deed. The arrangement under which she holds the land only refers to one piece measuring 17 1/2 m, and the other piece, measuring 1 1/2 m, is not hers, and she has no right to it. That is very clear. The former American Vice-Consul-General had said that Wong Shun Ping's land was formerly bought from Mr. Wong, who, however, did not point out to the District Officer that his land was connected with another property, such as the properties of Lo Shung Tai Tong and others, who stated that Mr. Wong held the property unlawfully. But then the former American Vice-Consul-General had no knowledge of Chinese laws regarding the buying and selling of land in China. According to the regulations of the Board of Revenue anyone who is a true Chinese subject is entitled to own land when the Empire of China, so that when any person, being a Chinese subject, wanting to open up and cultivate uncultivated land, or erect buildings thereon, must make an application for right to same to the Board, and the first man so applying will then be the lawful owner of the land in question. As such, he must give his correct name and address, describe the boundaries of the land, with its measurements, etc., and a proclamation must be posted on the land, notifying the people of what has been done, and warning anybody who may be believing they have a claim to the land to come forward, if any one comes forward, or if anyone comes forward but cannot substantiate his or her claim, then officials shall give the applicant a title-deed making him the legal owner of the land in question, subject to the payment of the annual tax. This shows that only foreigners cannot own land in China. Furthermore, it is unlawful for one person to pay the tax on land belonging to another person, with a view to subsequently saying the land is his. Fifty years ago, in the reign of Tongzhi, the Canton Magistrate issued a proclamation stating that this land would be Mr. Wong's if no one else claimed it. Neither Lo Shung Tai Tong nor the others came forward to make any claim, and the land was accordingly declared by the Magistrate to be Mr. Wong's property. The land had changed hands many times, but it became quite the lawful property of Wong Shun Ping when he purchased it, and was outside of any land Mrs. Kerr might have a right to. This is only justice, and each party should look to his own land.

16th inst.

All the vernacular papers published in Hongkong have sent telegrams expressing cordial congratulations to Messrs. Ha, Pun and Ma, the American boycott ringleaders, upon their release from gaol.

H. E. VICEROY CHOW FU.

A message has been received by the officials from H. E. Viceroy Chow Fu intimating that it is His Excellency's express wish that, on the occasion of his arrival in Canton, to take up office as Viceroy of the two Kwangs, there shall not be any presentation of silk canopies or umbrellas, as has heretofore been customary upon such occasions.

PLANTING EXTRA-ORDINARY.

PLANTER CLAIMS HIS COSTS.

In the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, the case was resumed in which Wang Wan and Wong Yip sued the Li Wo Ki firm for recovery of the sum of \$964.55, money alleged to be due to the plaintiffs for work done under a contract dated 4th December, 1905, whereby the defendants were to dig pits and plant fir trees and saw for seed in the New Territory, for and on behalf of the defendant firm.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiffs, Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, representing the defendant firm. In this case the facts were that the defendants contracted with the plaintiffs for the latter to dig 105,000 pits and therein to plant 50,000 fir trees, or so, as fired as required, on certain land in the New Territory, the trees and seed to be supplied by the defendant firm. The pits were to be dug by Chinese New Year, and they were dug within contract time, but plaintiffs could not obtain either the trees or seed from the defendant firm, being put off with various excuses of their not having arrived, or not being ready. This went on till the 4th May, when the plaintiffs, finding they had no work to do, and no immediate prospect of being paid for the work they had already done, left the plaintiffs and got work elsewhere. Repeated applications were made to the defendant firm for the money due by the plaintiffs, but the latter simply told them off and told them to wait. Subsequently they raised the excuse that the pits were not of the proper size, and then that the pits had not fulfilled their contract, as they had not planted any trees or seed. The contract, provided that the defendant firm was to supply the trees and seed, and that they were all to be planted by the Chinese New Year, but as defendants failed to supply them it was the plaintiffs who broke the contract and not the plaintiffs.

Evidence having been called in support of the above statement, the case for the complainants closed.

Mr. Master, in opening the case for the defence, said that the defendants admitted that a contract was entered into, but it was with plaintiffs' firm, and not with them individually. As regards the price, it was absurd to say that the contract was for eleven cash per pit dug and tree or seed planted therein.

His Honour: The position appears to be all wrong, as this thing you gave is not a legal contract as it is not stamped.

Mr. Master: I am arguing on the verbal contract of the Lord. We admit that a certain number of holes or pits were dug, and a sum of money was paid for that work.

Mr. Gardiner: Yes, a small sum, as mentioned in the statement of claim was paid, but not a tenth of what was due.

His Honour: Well, there is little doubt that that point will go to the Registrar to decide.

Mr. Master: The majority of the pits were not of the proper size as required by the contract.

His Honour: Well, that is a question for you to prove. I am not going to measure the holes.

S. T. Dunn, Superintendent of the Afforestation Department, said that he had a copy of the contract for the supply of the trees and seeds by his department; it was a signed copy.

His Honour: Is it stamped?

Mr. Master: Government contracts do not require to be stamped, my Lord.

His Honour: Yes, I believe you are right.

Mr. Dunn, continuing, said the contract with plaintiffs was for \$21 per 1,000 pits. He had seen that contract.

His Honour: Were plaintiffs to supply the seeds and seed?

Witness: No, my Lord; we were to furnish seeds, and there was to be an allowance if seeds were planted instead of trees. By the 19th March 2000 pits had been dug; some of proper dimensions and in proper places. But the majority were not of the proper size and so I told the contractor he would not be paid if the work was not properly done. Some of the holes were not deep enough, and there was no time to deepen them, so the price was cut.

His Honour: Were there some trees planted?

Witness: Yes, some were sown and some planted.

Witness: First came to hand to be planted on the 27th inst.

To Mr. Gardiner: In all up to 7th July 1906 were planted. No trees were planted subsequently. I have not seen any vacant pits, that is in which no trees have been planted. The proper size, according to the contract, for the pits was one cubic foot. These pits were not deep or wide enough, and were, moreover, too near other trees. I cannot, of course, say if all the pits were to dig pits as soon as the weather showed signs of rain, dry, that would be about November. The same man who dug the pits would not necessarily be the same who planted the seed or trees; usually they would want more experienced men for the planting work. If the pits are not deep enough they do not produce such good trees. The proper price was seven cash per pit and tree planted; the sub-contractor could charge eleven if he liked. As a fact I only paid my contractor three cash when the pits were not of proper dimensions. It would be a simple matter to plant 1,000 trees a day.

Further evidence along the same lines was adduced, and the case was adjourned till Monday next.

16th inst.

The *Jiji* makes some observations on the rapid growth of the Japanese shipbuilding industry. Five years ago only one or two private firms were in a position to build warships, but at the present time war-ships can be built at any of the shipbuilding yards, and the Nippon Yusen Kaisha steamers on the European and Australian lines are now constructed in Japan, the "home-made" vessels being in no way inferior to those built in Europe and America; but at present the materials have to be imported from abroad. The Kawasaki Dock Yard company keeps in stock shipbuilding materials imported from Europe and America to the value of ¥1,000,000, on which the Dock Yard has of course to pay heavy interest. Of late the manufacture of accessories for shipbuilding has considerably grown in Osaka and the factories there are now able to supply such necessities as paint, compasses, and other materials, besides certain fittings for state rooms, &c., which up to now have had to be imported. The steel plate, which forms the largest part of the materials for building ships, is still has to be secured from Europe and America. Steel plate is manufactured at the Kure Naval Arsenal, but the naval authorities are in a position to supply it to private shipbuilding yards, but when the Wakamatsu Iron Foundry is in a position to supply steel plate, all the materials with but very few exceptions will be obtainable in Japan from Japanese manufacturers and the cost of building steamers in Japan will then be reduced by 50 per cent. of the present cost.

16th inst.

The Russian steamer *Kitai* was eight days overdue and grave fears were entertained as to her safety, says the *Singapore Free Press*. She left Hong Kong on Sept. 24th, and should have got in to Singapore by the end of last month. The local agents of the vessel, the East Asiatic Company, then asked the Master Attendant to instruct the Boarding Officers to make inquiries regarding the *Kitai* from masters of vessels coming from the Eastward, as they feared she had met with disaster in one of the typhoons. The *Kitai* is a steamer of 2,648 tons net and is grey painted with a yellow funnel. On Saturday, the 10th, an intermediate steamer *Sagami* and the *Kitai* Mutual boat *Kitai* arrived from Hongkong, but reported no sign of the missing vessel, and her safety was almost despaired of when news arrived yesterday that she had put into Cape St. James and reported a breakdown in the engine room.

Captain Craven of the British steamer *Indramayu*, which arrived here at daylight on Saturday from Yokohama and Amoy, states that he did not see any sign of the *Kitai*, but reports that his own vessel encountered a typhoon on Sept. 25, the day after leaving Amoy. A heavy gale sprang up at 2 p.m. on that date and the following day the barometer fell rapidly and the wind increased to a typhoon. The glass registered 29.38 (terric squalls) were blowing and the seas were breaking right over the steamer. The wind veered from the north-east to the south-east. The gale then changed to dead calm and on the 30th the mercury began to rise again and the squalls became less frequent. At noon the wind had somewhat diminished in force but the lumpy seas were still extremely dangerous. At 2 p.m. the storm veered to the south-west and blew towards Hongkong and Hainan. The *Indramayu* suffered no loss or damage and came on to Singapore in favourable weather.

THE S.S. "KITAI" SAFE.

BREAK DOWN IN ENGINE ROOM.

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JAPANESE SHIP-BUILDING INDUSTRY.

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UNPAID BOARD.

TWELVE MONTHS OVERDUE.

At the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, Tsai Chik-nam, proprietor of the Stag Hotel, preferred a claim against John F. Grist, and Yung Siu Kin, to recover the sum of \$5,000, being the amount alleged to be due by defendants to the plaintiff for board and lodging supplied to the first defendant from 28th September, 1905, to 27th September, 1906.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appearing for the defendants, Mr. F. Paget Hett, of Messrs. Bruhn and Hett, representing the second defendant.

His Honour said that as regarded the first defendant he could not be sued, according to the amendment in the writ.

Mr. Gardiner: I don't think that the amendment releases him, my Lord.

His Honour: But you can't sue him.

Mr. Gardiner: I will prove to your Lordship that the agreement made between the parties was to the effect that if the first defendant did not pay, the second defendant would do so.

Mr. Grist: Then he ought to sue on guarantee.

His Honour: The only person you can sue on that writ is the second defendant; you cannot sue the first, as far as I can see, he has never promised to pay.

Mr. Gardiner: I am not pressing the matter against the first defendant.

His Honour: My own opinion is that there must be judgment for the plaintiff.

Mr. Gardiner: I don't mind that, my Lord.

His Honour: Very well, now having eliminated the first defendant, are you quite correct and in order in your form of suing the second defendant?

Mr. Gardiner: I am suing on a promise made on September 28th, 1905, at the time when Mr. Hett took up his residence at the Stag Hotel.

His Honour: Well, perhaps w. may as well go on with that.

Mr. Gardiner: said that in this case the second defendant, manager of a timber concern, bought all the necessary plant and machinery for erecting a sawmill in Canton, and negotiated for the services of an engineer to erect the same. The choice, fell upon one John Hett, a mechanical engineer then employed in British Columbia, and all things being satisfactory an agreement was entered into between the parties under which Mr. Hett was to come to Hongkong, his passage and expenses to be paid by the second defendant, and salary to commence from the date of leaving British Columbia, 1905, and was taken by the second defendant in the Stag Hotel where he engaged a room, entering his name in the visitor's book. The clerk in charge asked for payment in advance, and the first defendant turned to the second and spoke to him about it. The latter said that it would be alright, and the bills would be paid on presentation to the second defendant at his office at the end of each month. The bills were not paid and so this action was brought.

Evidence was adduced in corroboration of the above facts, and the case for the plaintiff closed.

For the defence, Mr. Hett submitted that his client was not liable for more than the amount they had paid into Court, viz., \$37, for the reason that on the 8th December his client wrote a letter to the proprietor of the Stag Hotel giving him notice that he, the former, would not be responsible for Mr. Hett's board and lodging as from that date. He produced a press copy of that letter, and also the signature for receipt of same in the chit-book, signed by the manager of the Hotel.

His Honour: Prove that signature and that settles the matter.

Mr. Gardiner: This letter is a complete surprise to me, my Lord; it is the first I have heard of it.

Mr. Lobo, called, said he was the manager of the Stag Hotel. The signature in the chit-book was his. He received the letter but did not open it.

His Honour: Don't you usually open letters received at the Hotel?

Witness: Not if they are addressed to the proprietor or if they are not.

Witness: I don't know.

His Honour: Was it ever opened?

Witness: I don't know, my Lord; the proprietor is away.

His Honour: Well, it is clear that the notice was received in the Hotel, and that clears the second defendant from the date of such notice. There will therefore be judgment for plaintiff for the money paid into Court, and costs, against the second defendant.

16th inst.

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Mr. Gardiner: I am suing on a promise made on September 28th, 1905, at the time when Mr. Hett took up his residence at the Stag Hotel.

His Honour: Well, perhaps w. may as well go on with that.

Mr. Gardiner: said that in this case the second defendant, manager of a timber concern, bought all the necessary plant and machinery for erecting a sawmill in Canton, and negotiated for the services of an engineer to erect the same. The choice, fell upon one John Hett, a mechanical engineer then employed in British Columbia, and all things being satisfactory an agreement was entered into between the parties under which Mr. Hett was to come to Hongkong, his passage and expenses to be paid by the second defendant, and salary to commence from the date of leaving British Columbia, 1905, and was taken by the second defendant in the Stag Hotel where he engaged a room, entering his name in the visitor's book. The clerk in charge asked for payment in advance, and the first defendant turned to the second and spoke to him about it. The latter said that it would be alright, and the bills would be paid on presentation to the second defendant at his office at the end of each month. The bills were not paid and so this action was brought.

Evidence was adduced in corroboration of the above facts, and the case for the plaintiff closed.

For the defence, Mr. Hett submitted that his client was not liable for more than the amount they had paid into Court, viz., \$37, for the reason that on the 8th December his client wrote a letter to the proprietor of the Stag Hotel giving him notice that he, the former, would not be responsible for Mr. Hett's board and lodging as from that date. He produced a press copy of that letter, and also the signature for receipt of same in the chit-book, signed by the manager of the Hotel.

His Honour: Prove that signature and that settles the matter.

Mr. Gardiner: This letter is a complete surprise to me, my Lord; it is the first I have heard of it.

Mr. Lobo, called, said he was the manager of the Stag Hotel. The signature in the chit-book was his. He received the letter but did not open it.

His Honour: Don't you usually open letters received at the Hotel?

Witness: Not if they are addressed to the proprietor or if they are not.

Witness: I don't know.

His Honour: Was it ever opened?

Witness: I don't know, my Lord; the proprietor is away.

His Honour: Well, it is clear that the notice was received in the Hotel, and that clears the second defendant from the date of such notice. There will therefore be judgment for plaintiff for the money paid into Court, and costs, against the second defendant.

16th inst.

At the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, Tsai Chik-nam, proprietor of the Stag Hotel, preferred a claim against John F. Grist, and Yung Siu Kin, to recover the sum of \$5,000, being the amount alleged to be due by defendants to the plaintiff for board and lodging supplied to the first defendant from 28th September, 1905, to 27th September, 1906.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appearing for the defendants, Mr. F. Paget Hett, of Messrs. Bruhn and Hett, representing the second defendant.

His Honour said that as regarded the first defendant he could not be sued, according to the amendment in the writ.

Mr. Gardiner: I don't think that the amendment releases him, my Lord.

His Honour: But you can't sue him.

Mr. Gardiner: I will prove to your Lordship that the agreement made between the parties was to the effect that if the first defendant did not pay, the second defendant would do so.

Mr. Grist: Then he ought to sue on guarantee.

His Honour: The only person you can sue on that writ is the second defendant; you cannot sue the first, as far as I can see, he has never promised to pay.

Mr. Gardiner: I am not pressing the matter against the first defendant.

His Honour: My own opinion is that there must be judgment for the plaintiff.

Mr. Gardiner: I don't mind that, my Lord.

His Honour: Very well, now having eliminated the first defendant, are you quite correct and in order in your form of suing the second defendant?

Mr. Gardiner: I am suing on a promise made on September 28th, 1905, at the time when Mr. Hett took up his residence at the Stag Hotel.

His Honour: Well, perhaps w. may as well go on with that.

Mr. Gardiner: said that in this case the second defendant, manager







## THE S.S. "KINSHAN"

UNSUCCESSFUL ATTEMPT TO RE-FLOATING.

When we stated last evening that it was the confident anticipation of most people that the *Kinshan* would be seen in the harbor this morning, we were expressing the opinion of a gentleman, who is competent to speak with authority on the subject of sailing operations. Disappointment was felt today when the tug *Robert Cooke* started in the harbor about half-past ten in the forenoon without the *Kinshan* in tow. From inquiries we learnt that the *Robert Cooke* started to try and tow off the *Kinshan* at 10 o'clock this morning. Capt. W. F. Clarke being personally on board the tug to direct and superintend operations. It is not stated that there was not a sufficient depth of water on the occasion of the first attempt. The tide this morning was quite high enough, and thanks to the efficiency of the dredger *Canton River* the channel which she cut was quite deep enough to allow of the *Kinshan* sliding out of the tenacious hold of the bed of the bay at Brothers' Point would just release it of a little of its grip. As we have already said, every effort was exerted on the part of the powerful *Robert Cooke*, our information is that the river steamer would not budge. It looks as if the gang of villagers who find more occupation shortly in digging around the *Kinshan* at the point of her firmly entangled bow. At any rate those in charge of the floating operations can be trusted to employ the best and the most expeditious method to effect their purpose.

The position of the *Kinshan* is in a wise judgment by this third failure in getting her off. In fact, she is as safe and secure as ever, and it is a question of but a few days longer before success should ultimately be met with. Meanwhile it is to be regretted that she cannot yet take her berth on the Canton River trade, since crippled as the river service has been by the docking of the *Fatshan*, the standing of the *Hu-chang*, the beaching of the *Lungshan*, the transference of the *Hu-chang* to the *Macau* service, and now the early departure of the *Kinshan*, the return of the *Kinshan* to her familiar berth would be most welcome. It is a consummation to be wished for no less by her shareholders than by the travelling public, and especially the Chinese with whom the *Kinshan* is a most popular steamer.

NOT YET RE-FLOATING.

18th inst. A rumour gained currency in the city this forenoon that the *Kinshan* had been re-floated early this morning. Later in the day, however, authentic reports reached Hong Kong to the effect that, although she is still on the beach, the *Kinshan* is stated to have been towed down in the river, rendering the next attempt to pull her off far easier than the previous efforts. This evening the *Robert Cooke* will be leaving again for Brothers' Point, and it is expected that she will again attempt to pull off the *Kinshan* to-night. The dredger *Canton River* returned yesterday.

RE-FLOATING.

AT ANCHOR IN KOWLOON BAY.

Exactly a month to a day on the beach in Castle Peak Bay, the *Kinshan* was re-floated last night after three unsuccessful attempts previously. To those who were privileged with the sight of the fine steamer being towed through the Central Fairway of the harbor at 12.30 p.m. today the *Kinshan* looked as epic and grand as if she had only this morning left the builders' hands. There was no outward indication that the steamer had been beached for the past month, and that she escaped scatheless from the buffeting of wind and waves and from her enforced idleness at Brothers' Point speaks volumes for the solidity of her construction. Under the light of day, it is not surprising that the extent of her damage, if any, is like, but to outward appearance, as already stated, the *Kinshan* looks as new as the proverbial pin. She now lies at anchor in Kowloon Bay awaiting an available berth in the docks.

Too much praise cannot be bestowed upon all concerned for the efficient and successful manner in which the sailing operations have been conducted. The re-floating of such a valuable steamer must have occupied many anxious minds for several days, and the successful conclusion of those operations redounds to the credit of those responsible for the undertaking and demonstrates the practical utility of the dredger—*Canton River*—which played such a prominent part in the carrying out to a successful conclusion a creditable enterprise.

## KOWLOON-CANTON RAILWAY.

FATALITY AT HO MAN TIN.

One Indian workman was killed and four others—some seriously—injured in the collapse of a sand bank at Ho Man Tin, near Yau-ma-tei, at about two o'clock yesterday afternoon. At the spot where the fatality occurred there were about twenty Indian workmen employed to allow the bank of a hill, peculiarly liable to collapse, to be built up for the Kowloon-Canton Railway to be laid. At the back of this hill a gang of native workmen were engaged in similar employment.

The Indians were hard at work at the time, when without the least warning part of the bank above them collapsed, and several tons of earth fell on the workmen.

Three of the workmen were completely buried, two of them fortunately under a very light fall of earth, while two other Indians were partly buried.

The other workmen, who were some distance away, and so were uninjured, raised a cry on seeing the accident that, however, their fellow-laborers were several. European employees employed on the works, including the railway medical officers, were promptly on the scene.

Work of extricating the men was commenced and two out of the three men, who were completely buried, were got out in a slightly injured condition, the other being found dead. To release the other two, who were partly buried, was the matter of a few minutes, and on examining them it was found that one was very seriously injured and he was sent to the Government Civil Hospital.

The remaining three had their wounds attended to by the railway medical men and the assistant health officer for Kowloon, and were allowed to return to their quarters until such time as they are fit to return to duty.

## THE S.S. "HANKOW"

At a late hour this afternoon the *S.S. Hankow*, which was practically destroyed by fire on Sunday, was towed by the Dock Co.'s *S.S. Effia* into Kowloon Bay. She, too, will take a berth in the docks as soon as one is available. Practically the *S.S. Hankow* will have to be reconstructed.

The *Osaka Shosen Kaisha* has abandoned the company's steamer *Akashi Maru*, which recently stranded off Amoy, and given notice to the insurance office interested. The *Fukuh Maru* will take the place of the *Akashi Maru*.

## H.E. WU TING-FANG.

CHINESE MINISTER IN HONGKONG.

His Excellency Wu Ting-fang, Chinese ex-Minister in Washington, was a passenger on board the *Pacific Mail Steamship Company's* liner *Siberia* which arrived in port this morning from Shanghai.

Soon after the vessel was moored to her buoy a number of prominent Chinese residents paid a call on the Minister.

During the forenoon, H.F. Wu, who is very well-known in the Colony, came ashore and proceeded to the residence of the Hon. Dr. Ho Kai, his brother-in-law, where he will reside during his stay in the Colony.

His Excellency proceeded to the South on a three months' leave for the purpose of worshipping his ancestral tombs in San-U, for which place he leaves on the 23rd inst.

## FATALITY AT WANCHAI.

COOLIE FALLS THIRTY-FIVE FEET.

After lining at 'Death's door' for nearly twenty-four hours, and in great pain, 'To Kam', a coolie, of No. 12, Mann Street, Wanchai, expired in the Government Civil Hospital a nine o'clock yesterday morning, from cerebral hemorrhage.

Two Kam and a number of other men lived together in a flat at No. 2, Moon Street. Being in a very bad state of health 'To Kam' was unable to do any work for about a month, but on Wednesday he bucked up somewhat and was able to take his meals with the other men. 'Simu' was freely drunk by the men during their dinner. The meal being over all the others, but the deceased, retired for the night, he going into the verandah; it was said, to cool himself.

Nothing untoward happened until about a quarter of six, when the sound of a heavy door being slammed into the street, followed by the running of a crowd, was heard by those in the house. The men made for the verandah and found that 'To Kam' was not there, but in the street below they saw an immense crowd. Going below they found their fellow-lodger lying on the ground and bleeding freely from several places. The police was summoned, and the unfortunate man, who, it was said, was by no means unconscious, was removed to the hospital. An examination was held and it was discovered that the injuries he sustained in the thirty-five foot drop were indeed serious and no hope was then entered for his recovery. He died some hours later.

After making inquiries into the matter, the police was of opinion that it was not a case of suicide, but an accident. It was conjectured that when deceased went to get cool he sat on top of the verandah and he had either gone to sleep in that position or lost his balance and dropped into the street.

## CANTON DAY BY DAY.

VICEROY SHUM'S ORDERS.

[From Our Own Correspondent.]

Canton, 12th October.

The Chamber of Commerce, at the instigation of Viceroy Shum, has abolished the Pak Koy Pao, which is the name of the "pig" ticket lottery. The ticket was so cheap that even the beggars were in a position to purchase them with the result that the tendency to gamble is increased. Moreover, Kwangtung was the only province which had this form of gambling.

In future when mandarins meet mandarins there will be no further kow-towing. Such is the effect of a decree issued by Viceroy Shum. In view of the early departure of Viceroy Shum for Yunnan and Kweichow, the nine charitable guilds and 74 commercial guilds proposed to present him with umbrellas in his honor. The Viceroy, however, promptly issued a proclamation stating that he did not desire umbrellas, and besides he did not wish to see the money of the public squandered.

A notice has been issued by the Customs authorities to the effect that all launches must proceed to their destinations direct, with no half-way stoppages. The object of the order is, of course, to foil pirates' tricks.

## PRISON SUICIDES.

The Commodore of the Chinese Fleet, Chin Kai Fan, was ordered by the Viceroy's yamen yesterday and after a short examination was cast into prison. No reason has been made public regarding his offence, but this morning he was found to have committed suicide. An inquest was held by the Nankow magistrate. The case has created a sensation in Canton.

The murderer of 'Chung', who was executed by the Hongkong Government a few days ago, committed suicide in prison yesterday. He was to have been beheaded on Saturday.

## SUNDAY'S CONFLAGRATIONS.

Canton, 15th October.

It is reported that the Viceroy has approached and asked Admiral Li Chuen and the Provincial Treasurer Wu to contribute a royalty of \$150,000 each, and the Prefect Chan of Kwongchow Prefecture to contribute a sum of \$10,000 to the Government. The Prefect has promised half the amount asked for, namely \$5,000; but the Viceroy refused to accept the offer. The Expectant-Prefect Chai Wai Tung, ex-magistrate of Pan Yu, has also agreed to pay \$50,000.

## A MONSTROUS FINE.

A partner of Wong Cheng Wah, a wealthy and famous medicinal oil firm, has been arrested by the orders of the Viceroy, because the firm refused to accept Canton notes, as issued by the American Consulate, in full value, but at a discount of 7 per cent. It is reported that the Viceroy has fined the firm \$100,000 before the release of the partner.

## THE ANNIVERSARY OF CONFUCIUS.

Yesterday being the anniversary of Confucius, all schools, etc. observed the day as a holiday. A procession of the different schools and colleges marched to the Temple of Confucius, inside the city walls, to pay their respects to the ancient sage. Many business places and newspaper offices were gaily decorated for the occasion and the dragon flag was seen floating everywhere. All native newspapers observed today as a general holiday and no papers were published.

## SUNDAY'S CONFLAGRATIONS.

At 4 o'clock on Sunday morning a fire of serious nature broke out at Shakes Street, opposite the Sham-shan. The fire originated at King Kee's, a grocery near the Western Bridge of the Sham-shan, and spread rapidly. Before it was got under control, it burnt out the Barracks of Captain Young and several buildings on one side, and on the other side it destroyed the Mutual Stores and others. In all, about nine buildings were destroyed, but owing to the promptitude and good work of the Sham-shan Brigade A. S. Watson's Shakes Branch (next to the Mutual Stores) was saved. The amount of damage is not yet known.

Another large conflagration occurred in the evening about 7 o'clock at Tung Tuck Street off Shakes Street. About ten buildings were completely destroyed. The Chinese fire carts proved quite unequal to the occasion. For a time the entire neighbourhood was in danger.

After burning for about three hours the fire was got under control. The fire originated at a tobacco-stone store. Included among those destroyed is a large restaurant.

## THE "SAINAM" PIRACY.

RINGLEADERS CAPTURED.

Canton, 16th October.

At last, after a considerable hunt for the men two of the ringleaders concerned in the piracy which took place on board the *S.S. Sainam* have at length been captured at Kowloon. These men are the notorious Teo Yee and Pan Lo. They were traced to their house, and there the capture took place. The premises were full of incriminating evidence against the two men, as, besides two rifles marked "S.S. Sainam," large quantities of arms and ammunition, which was identified as being part of the cargo of the *Sainam*, and which was stolen by the pirates, were also recovered. The two men on being captured confessed their guilt. The British Consul has been notified of the capture of the two men, and as soon as they are brought into Canton, he will have an opportunity of examining them as to their actions and those of the other pirates concerned with them, before their execution.

## A RAILWAY BANK.

Mr. Chang To Chai, president of the Yuet Han Railway Company, Ltd., has sent a despatch to H.E. Viceroy Shum, informing him that the first call on shares has been paid. This amounts to a sum of over \$8,000,000, which has all been deposited in small amounts at various receiving offices. Mr. Chang, in referring to this deposit, says he thinks such a large sum should be deposited together in one respectable bank. It is a very large sum, and he is afraid that its withdrawal from depositors at one time will have the effect of making the money-market very tight. Furthermore, he does not think it advisable to divide the money up and deposit it with several banks, in view of the fact that the second call will be made early next year. Mr. Chang therefore intends to make a Railway Bank, regarding which H.E. Viceroy Shum is in communication with the Board of Trade at Peking.

## A READY-MADE LINE.

Mr. Kong, Chief Engineer of the Yuet Han Railway Co., of Canton, has surveyed the ground intended for the Yuet Han Railway, from Wong Shu to Ko Tong. Under the concession form granted to the American Chinese Developing Company the line was half laid by that Company but when the concession was revoked, and the agreement handed back to China, the line was deserted, remaining so for a long time, during which the weather conditions did the road-bed a considerable amount of damage. It is, however, Mr. Kong's opinion that the company should repair this line, because it would be a great amount of money which it would be necessary to expend, if the line was to be entirely laid anew, in carrying the necessary materials and in labour.

## THE CURRENCY SYSTEM.

H.E. Viceroy Ch'iu Fu considers that the currency system of Canton is not a good one. He has therefore sent two Taisai Li and Yeung, to Canton, to thoroughly investigate the system, and be ready to report to him. As soon as H.E. arrives and takes over office, he will deputize Taisai Li, Yeung, and Wong Kin Cho, as a committee to examine into the methods of the Sin Hwa Kow, the Customs Banks, and the Canton Mint, in order to discover, if possible, the best method of improving the currency system.

## TAOTAI LI CHUN.

Taisai Li Chun, being one of H.E. Viceroy Shum's favorites, has been transferred by H.E. to the post of Administrator of Hoi Chow province. Taisai Li Chun, when acting as administrator of Kwang Tung, gained a great reputation for his smartness in capturing pirates, both up the rivers and out at sea.

When H. E. CHOW FU'S SUITE. H.E. Viceroy Ch'iu Fu comes to Canton as Viceroy of the two Kwang, he will bring with him a number of his subordinates from his old station. Among his suite will be two captains as A.D.C.'s, and two high military officers, well versed in modern systems of drilling. He will also bring a few naval officers as his body-guard.

## HONGKONG TRADERS KIDNAPPED.

Canton, 17th October.

Some time ago two employees of the branch office, at Wong Lin, of Ying Lee & Co., Hongkong, were kidnapped by a gang of robbers, who demanded a ransom of \$5,000 for their release. Yesterday morning, Major Wong, accompanied by a company of troops, proceeded to Sha Hoi Village, where they discovered the two captives and at the same time captured two of the kidnappers. The Major at once communicated with the Company upon his discovery of the whereabouts of their employees.

## THE RAILWAY BRIDGE.

On the 12th inst., at a meeting of the Yuet-han Railway Co., held in the Company's office, the despatch from the Kwongchow Prefect in regard to the building of an iron bridge across the Pearl River from Canton to Ho-nam, was discussed, and it was finally decided to abandon the project. So the newly formed company will have the privilege of its construction.

[Saturday's contribution on this subject must have been burnt on the *Hankow*.]

## JUNK PIKATED.

On the 13th inst. a towing junk named *Sai Ho*, when on her usual voyage from Tan Shui Hau to Canton, was attacked by a band of pirates, who boarded the vessel and made off with all the money and some valuable cargo thereon. The junk owner immediately reported the affair to the officials.

## THE LATE COMMODORES.

The Commodores Yau and Lum, of the Naval Department, of Canton, who committed suicide, because they preferred death to being accused of embezzling the funds of the Department, has caused a sensation here. On hearing the news the Viceroy expressed deep regret at losing the services of two such able officers. The Viceroy did not intend to take any serious step in regard to complaints on the matter, but only detained Yau to investigate whether the charge was true or not. On hearing the news of the deaths of their husbands the wives of both commodores also attempted suicide. Commodore Yau's wife succeeded, whilst Commodore Lum's wife was saved.

## THE SHAKKE FIRE.

During the fire in Shakes Street, when the Mutual Stores caught fire, an Australian, Chinese named Chau, jumped from the third-floor of the building to the ground and fractured his skull. He was conveyed to the Canton Hospital in an unconscious state and died after a few hours without recovering consciousness.

## THE YUET-HAN RAILWAY.

PROPOSED RESIGNATION OF ENGINEER-IN-CHIEF.

It is stated that the engineer-in-chief of the Yuet-han Railway Co. is dissatisfied with his present appointment. Upon his arrival in

Canton he was taken ill and was unable, in consequence, to attend to matters relating to the railway. Latterly some friction arose between Mr. Kwong and certain officials directors of the railway, resulting in Mr. Kwong's intention to sever his connection with the undertaking.

## ABOLITION OF SPECIAL PERMIT FEES.

Canton, 17th October.

There has been for a considerable time past, much discussion concerning the Special Permit Fees, as charged by the Customs on inland towing launches, which almost culminated in a strike, but for the wise steps taken by the Viceroy. Now, by order of H. E. the Viceroy a proclamation has been issued by the Likin Bureau announcing the abolition of these fees. This action on the part of the Viceroy is acknowledged as an excellent example of benevolence to the people.

## THE "HANKOW" DISASTER.

H. E. the Viceroy has ordered a *weiyuan* to proceed to Hongkong to make full inquiries as regards the loss of life, property, etc. in the recent disaster of the burning of the *S.S. Hankow*.

## THE BOYCOTT LEADERS.

The three boycott heroes, Messrs. Ma, Pan and Ha, have received an innumerable number of messages of congratulation from their friends and supporters, both at home and abroad, since their release from the Nankow Prison. Yesterday the Canton Chamber of Commerce received a cablegram and a gift of \$1,500 (gold) for transmission to these three gentlemen, from the Chinese of the United States expressing their deepest sympathy with them, during their confinement for over a year and offering them their heartiest congratulations, on receiving the news of their release.

## POLICE WHISTLES.

As whistles are frequently heard being blown in the streets of Honan without the slightest cause, the Police Department have posted a notice, warning residents to refrain from blowing whistles, unless police assistance is required.

## TELEGRAPH ADMINISTRATION.

18th October.

Owing to the transference of Taisai Wen, the director of the Kwangtung Telegraph Administration, to Yunnan and Kweichow, Viceroy Shum has recommended to Viceroy Yuan Shih Kai, the Minister of the Chinese Telegraph Administration at Peking, Mr. Chow Ping Wai, a *weiyuan* of the Canton Telegraph Bureau, as Director, and Mr. Wong Ling Chun, an assistant of the same department, as sub-director. A despatch has been received from Peking by Viceroy Shum confirming the appointment, as is heretofore mentioned. Taisai Wen has, a few days ago, handed the office over to the two newly appointed officials. The C. and N. Telephone Bureau also comes under the charge of these officers.

## CHAU TUNG SHANG'S ESTATE.

The real and personal property of Chau Tung Shang, which was seized by the Government last year, has been valued at 1,040,000, of which 115,826,849 has been realized on property and interest in business, sold and the remaining 1,235,768,727 is the estimated value of property still in the hands of the Government, awaiting to be disposed to prospective buyers.

## THE "SAINAM" PIRACY.

Reports from Chanchung (Shunfuk Prefecture) to hand states that it has been ascertained that the real ringleaders of the piracy on board the *Wuchow S.S. Sainam* were a certain Lum A Wong and his nephew. An informant gave information to a Shuntak Military officer, who, in company with a number of troops, surrounded the house of the pirates at Chekka village near Chanchung. During the encounter between pirates and soldiers one of the latter was severely wounded, but ultimately the two pirates were captured and taken prisoner. On trial it transpired that a certain firm of scale makers named Yuen Sun of that locality was the receiver of the stolen goods. Officials immediately visited the shop and seized a great quantity of piece goods, etc. belonging to the pirate steamer. Subsequently the proprietor and the manager of the establishment were arrested on the charge of receiving stolen goods. A thorough search was also made among the boat people, but to no success. The latest report states that the two pirates have effected their escape from prison and a reward of \$100 has been offered for their recapture.

## DIRECTOR OF PUBLIC INSTRUCTION.

The ex-inspector of public instruction of the Canton Educational Department, Mr. Yee Sik Mun, will leave here for Peking to-day per C. S. N. Co.'s *S.S. Kwangtuh*.

## NEW ROAD.

The newly formed road from the Eastern Gate of the city to Sha Ho will be about ten *li* in length and the branch road from Tung-ming Monastery to the Nankow Prison. The ground is about 7 *li*. The formation of this "main" road is about completed and tenders are now being invited for 200 rickshaws and carriages to be put on this run. The road is from 2 to 3 changes wide besides footpaths on both sides of the road.

## THE BOYCOTT LEADERS.

Appreciation from compatriots abroad. [From a Correspondent.]

Canton, 18th October.

The Chinese in America remitted, on the 16th inst., a sum of \$1,500 U.S. gold to the three released ringleaders in Canton of the American boycott, as a token of appreciation of the patriotic sentiment animating them in maintaining the boycott on American goods. The telegram states that, although no better terms for the admission of Chinese into the States have been secured for the time, yet the boycott has given foreigners a lesson that the "yellow men" appreciate their freedom and rights as well as white people.

## CHAU TUNG SHANG'S ESTATE.

OVER A MILLION TAELS REALIZED. FORFEITED TO THE PROVINCIAL TREASURY. [From a Correspondent.]

Canton, 18th October.

The estate of Chau Tung Shang, formerly of Hongkong, and of his four relatives, seized by the Viceroy have now been realized by the Government. The proceeds amounted to a sum of 1,040,000, which sum will be placed in the Customs Banks and held in fixed deposit for the Government of Kwangtung.

Captain Andersen, of the Norwegian barque *Prince George*, 173 tons, bound from Manila which port she left on 26th ult., with a load of scrap-iron for this port, reports that she was struck by a typhoon on the 6th inst., in lat. 19° N., 119° 42' E. Her top gallant masts were carried away, the main-mast being sprung. In trying to secure things one of the Chinese crew lost two of his fingers. There was no other damage.

## FOR THE TYPHOON FUND.

As we have already announced in these columns, the Lusitano Club Smoker in aid of the Typhoon Relief Fund will be held at the Hall of the Club Lusitano to-morrow at 9 p.m. A very attractive programme has been arranged for the occasion consisting of songs, instrumental music, monologues, exhibitions of physical exercises, and a variety of other amusements. The "His Only Cost" which is a splendidly funny farce. Such a very deserving object as this is, and with such a bill of good things provided, there should be a large attendance.

## MORE PERJURY.

CHIEF JUSTICE AND THE WITNESS.

At the Supreme Court to-day, after Mr. George Street, warder, Victoria Gaol, had been acquitted and discharged on the charge of manslaughter his Honour the Chief Justice called upon Chan Ling, one of the witnesses for the prosecution, and said that he believed that most of the statements he had made in his evidence were lies; but as he intended to commit the man to prison for committing perjury he must specify the lies mentioned. Witness said that he had been struck by an European warder in the Police Court, he said every warder had struck him. He had also said that he had complained to Mr. Craig, but it was plain from the records he had never done so. He would go to imprisonment with hard labour for three months.

## S.S. "NEIL MACLEOD"

SOLD BY AUCTION.

Acting under instructions from Messrs. Sheehan, Tones and Co., Messrs. Hughes and Hough, auctioneers, put for sale at their sales room, No. 8, Des Voeux Road, at 11 a.m. to-day, the Spanish steamer *Neil Macleod*, as she now lies in Yaumati Bay, with all her fittings, gear, etc. Bidding went up to \$18,000 but as that figure did not touch the upset price the vessel was withdrawn.

## FIREMAN REFUSES DUTY.

A SEVERE PUNISHMENT.

15th inst.

Capt. Joseph Watson, master of the steamer *South America*, charged Thomas Kelly, a fireman on board his ship, with disobeying his lawful commands on the 14th inst. The case was heard by Mr. H. J. Gompertz, at the Police Court this morning.

The defendant pleaded guilty to the charge.

His Worship: How did he disobey your orders?—Why, the man has not done a stroke of work since the 7th inst.

"Where did you ship him?"—"In New York."

When asked what he had to say, defendant replied that his life was a misery on board ship. The reason why he refused to work on board was that some time ago he obtained two hours' leave and when he returned the captain kept back some of his money.

His Worship said that there was no reason to refuse work.

"When do you leave, captain?" asked his Worship.

"To-morrow."

"Do you want this man on board?"

"No, I don't. What's the good of having a man on board if he won't work?"

His Worship sentenced defendant to six weeks' hard labour and to forfeit six days' pay.

## VICEROY SHUM'S PETITION

TO THE THRONE.

CANTON-WHAMPOA RAILWAY.

We translate the following from the *Chung Kuo Po*:

H.E. Viceroy Shum has sent a memorial to the Throne in which H.E. prays—(1) That the Canton officials—civil, military and naval—be retained in the service of the Government as far as possible after his departure from Canton. (2) That the land and naval police be maintained at their present strength to arrest bad characters. (3) That the construction of the Canton-WHAMPOA Railway be pushed forward as quickly as possible.

## THE CANTON RIVER TRAFFIC.

YANTZIE STEAMER EXPECTED.

As stated by us the other day it was the intention to replace the *S.S. Hankow* by a steamer plying on the Yangtze River, we now learn that one of the large vessels engaged on the northern run had actually started for Hongkong and is expected to arrive some time to-morrow.

The *S.S. Hankow* will probably be docked for repairs in the meantime we hear that she is being cleared of all rubbish, &c. to admit of an examination to ascertain the extent of damage with a view to specifications being drawn up for estimate of cost of repairs.

A curious find is reported to have been made on board the *Hankow* of over a thousand dollars worth of copper coins.

## NORTH CHINA INSURANCE CO., LD.

The report for presentation at the third ordinary general meeting of shareholders, to be held at the offices of the company, Shanghai, on the 23rd inst., reads:—

The directors beg to submit, for the information of shareholders, the annexed duly audited statement of the Company's accounts to the 30th June, 1906.

1905.—The balance at credit of this account is Taels 291,925.59, and after deducting an interim dividend of 7 per cent, aggregating Taels 20,229.51, paid on the 1st May last, there remains a sum of Taels 265,696.08, which the directors recommend should be appropriated in the following manner:—

A final dividend of 7 per cent, on the paid-up capital.

A bonus of 15 per cent. upon contributory premiums.

210,000 to the credit of sterling reserve.

And the balance to be transferred to Underwriting Reserve Account, closing the account for 1905.

1906.—The balance at credit of Working Account to the 30th June amounts to Taels 185,809.01.

Directors.—In accordance with the provisions of the articles of association the directors all retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Wigney and Hayter, and they again tender their services to the shareholders.

By Order of the Court of Directors.

WM. GR. BAYNE, Secretary.

Shanghai, 11th October, 1906.

## NEW HARBOUR MASTER.

When H.M.S. *Madam* arrived in port this morning she brought to the Colony the acting Harbourmaster of Hongkong, in the person of Navigating-Lieutenant Charles W. Beckwith, R.N., who will fill that appointment *pro tem*, and pending a substantive appointment to the post. Mr. E. Jones, assistant and acting Harbourmaster, went on board on arrival of the vessel to welcome the new Chief of his department, who will, we understand, take over charge of his new duties to-morrow.

## THE HONGKONG FRACAS.

Another murder was perpetrated in Hongkong on Saturday night, reports the *N. C. D. News* of 15th inst. At about 10 p.m. five sailors from *S.S. Hiss* went into a restaurant, No. 934, Pearson Road, kept by a Japanese named Komochi Yamamura, and were served with a quantity of food, drink, cigars, etc. Having remained so long as they required the sailors proceeded to walk out of the restaurant without offering payment for the refreshment. The proprietor spoke to the men about the bill and immediately a row commenced. One of the sailors, it is alleged, drew a knife and stabbed Yamamura in the neck, behind the left shoulder and in the small of the back. An assistant in the shop, one Kataru Noguchi, went to his master's rescue but he too, was badly stabbed in the neck and slashed terribly about the body. One other Japanese was also injured but only slightly. Information was conveyed to the police and all available men in the Hongkong district were sent out to search for the German sailors, four of whom were arrested three-quarters of an hour later at the Hotel Europa, in Mingshong Road. The injured Japanese had been speedily conveyed to hospital where their terrible wounds were attended to. Yesterday, at 9.20 a.m., Komochi Yamamura died of his injuries, while Noguchi is in a critical condition. [This man has since died.—Ed. H.K.T.] In the afternoon the Japanese authorities opened an inquest, at which medical evidence was given that deceased died as a result of the knife wounds inflicted on him.

The sailors were yesterday morning placed under arrest. Concerning their ship and it is understood that the wife of Yamamura and other Japanese will be able to identify the man who committed the deed, it being asserted that only one knife was drawn.

## THE KIANGNAN ARSENAL DOCK.



all-known photograph of the decapitation  
states at Kowloon city which is ascribed to  
g. The volume is admirably printed and  
simulate trade between the States and



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended, as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accu-  
rate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.  
1, Ice House Road,  
Hongkong.

HONGKONG METEOROLOGICAL  
SIGNALS.

## A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not neces-  
sarily imply that bad weather is expected. The  
signals are as follows:—

A cone point upwards indicates a typhoon to  
the North of the Colony.

A cone point upwards and drum below indi-  
cates a typhoon to the North-East of the  
Colony.

A drum indicates a typhoon to the East of  
the Colony.

A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.

A cone point downwards indicates a typhoon  
to the South of the Colony.

A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.

A ball indicates a typhoon to the West of  
the Colony.

A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.

Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.

The above signals will, as heretofore, be  
hoisted only when typhoons exist in such posi-  
tions or are moving in such directions that in-  
formation regarding them is considered to be of  
importance to the Colony or to shipping leav-  
ing the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.

Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.

The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on 11  
M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself, is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-  
WARNINGS are exhibited on the above boards  
daily about 11 a.m., and also at other hours,  
day or night, whenever necessary. Informa-  
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL  
REGISTER is exhibited at the same places daily  
about noon. It contains observations made at  
Hongkong and at a number of stations in the  
Far East, together with Remarks, Weather-  
forecasts, and information regarding the exist-  
ence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may,  
whenever necessary, call at the Telegraph  
Company's Office in Connaught Road and  
send telegrams to the Observatory asking for  
special information without charge. Such  
inquiries may also be sent from the Police  
Station at Kowloon Point which is connected  
with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather  
to be expected while signals are hoisted, and  
sailing directions, are given in "The Law of  
Storms in the Eastern Seas."

F. G. FROO,  
Acting Director.  
Hongkong Observatory, 2nd January, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,730,000	\$1,712,472	{ 1.15% @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$805 aa. & b. London 295.10
National Bank of China, Limited .....	10,000	£7	£6	\$12,730 \$150,000	\$74,099	\$2 (London 3/6) for 1905		\$47
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1905	6 1/2 %	1320
North China Insurance Company, Limited .....	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 7/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/2 sellers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	\$1,000,000 \$40,000 \$111,131 \$115,881 \$509,279 \$800,000	\$2,742,271	Interim div. of 3 1/2 @ ex 7/10 15/16	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$61,778 \$15,527 \$1,000,000 \$320,488 \$2,616	\$50,734	\$12 and 13 special dividend for 1904	8 1/2 %	\$175 sellers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000 \$320,488 \$2,616	\$344,098	4 1/2 for 1904	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,230,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	10,000	\$25	\$25	\$6,000 \$26,138	\$6,563	1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited .....	10,000	\$50	\$50	\$25,000 \$25,000 \$25,000 \$100,000	Nil	2 1/2 for year ended 30.6.1906	6 %	\$42
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	10,000	\$15	\$15	\$600,000 \$144,386 \$120,000 \$280,918 \$3,099	\$5,464	1 1/2 for first half-year 1906	7 1/2 %	\$25 1/2 aa. & b.
Indo-China Steam Navigation Company, Limited .....	10,000	£10	£10	Tls. 20,000 Tls. 20,000	Tls. 2,156	Interim div. of Tls. 2 1/2 @ ex 7/10 15/16	9 %	Tls. 55 buyers
Shanghai Tug and Lighter Company, Limited .....	100,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 5,000	Tls. 2,156	Interim div. of Tls. 2 1/2 @ ex 7/10 15/16	6 1/2 %	Tls. 104 buyers
Do. (Preference) .....	100,000	£1	£1	Tls. 5,000 Tls. 5,000	Tls. 2,156	1 1/2 (Coupon No. 6) for 1905	4 %	Tls. 29 1/2 buyers
Shell Transport and Trading Company, Limited .....	10,000	\$10	\$10	Tls. 98,000 Tls. 98,000	\$218	{ \$1.50 for year ending 30.6.1906 \$5.75	{ 6 1/2 % 3 1/2 %	{ \$20 \$20
"Star" Ferry Company, Limited .....	10,000	Tls. 50	Tls. 50	Tls. 48,000 Tls. 81,200	Tls. 1,013	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 buyers
Taku Tug and Lighter Company, Limited .....	10,000	Tls. 50	Tls. 50	Tls. 81,200				
<b>REFINING.</b>								
China Sugar Refining Company, Limited .....	10,000	\$100	\$100	\$850,000 \$450,000 \$80,129	\$40,914	Final of \$15 making \$35 for 1905	10 1/2 %	\$152
Libon Sugar Refining Company, Limited .....	10,000	\$100	\$100	none	\$132,588	4 1/2 for 1907		\$22 sellers
Perak Sugar Cultivation Company, Limited .....	10,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.1904		Tls. 84 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/2 (No. 6) interim div for 12 months ending 28.2.06	7 1/2 %	Tls. 9 1/2 buyers
General Consolidated Mining Company, Limited .....	500,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14
South Australian Gold Mining Company, Limited .....	150,000	£1	£1	{ £4,873 £4,873	Dr. £8,745	No. 12 1/2 @ 1/4 = 3 1/8 cents		19 1/2
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	{ \$50,000 \$61,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$92
Hongkong and Whampoa Dock Company, Ltd. ....	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$153
New Amoy Dock Company, Limited .....	10,000	\$50	\$50	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd. ....	10,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106 buyers
Shanghai and Hongkong Wharf Company, Limited .....	32,000	Tls. 100	Tls. 100	Tls. 49,710 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 %	Tls. 232
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 102
Astor House Hotel Company, Limited (Shanghai) .....	10,000	\$25	\$25	\$30,000	\$3,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 1/2 sales
Central Stores, Limited .....	10,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue) .....	24,000	\$15	\$15	none	\$4,719	7 1/2 on \$7 1/2 for 1905		\$15 1/2 buyers
Do. (Founders) .....	123	\$15	\$15	none	\$4,719	None		\$300 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$68,975 \$19,075	\$19,075	\$5 for first half-year for 1906	8 1/2 %	\$175
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$108 sellers
Hotel des Colonies Company, Limited .....	10,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 1/2 @ 10 1/2 for 1905	16 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited .....	10,000	\$100	\$100	none	\$4,090	Final of \$6 making \$10	11 %	\$90 sellers
Mumfry's Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2 buyers
Kowloon Land and Building Company, Limited .....	10,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited .....	10,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 95 b. a. w. d.
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50
<b>COTTON MILLS.</b>								
Woo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 30.6.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited .....	125,000	\$10	\$10	\$110,000	\$21,570	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1906		Tls. 70 sales
Shao-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 buyers
Yee Chee Cotton Spinning Company, Limited .....	7,000	Tls. 500	Tls. 500	Tls. 18,416	Tls. 35,980	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$87 1/2
Asbestos Eastern Agency, Limited .....	12,500	12/6	12/6	{ \$812 \$1,066	\$1,066	1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	none	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited .....	60,000	\$12	\$12	none	Tls. 289	\$1 for 1905		\$10
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	Tls. 50,000	\$1,210	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 sellers
China Light and Power Company, Limited .....	50,000	\$10	\$10	none	\$1,581	60 cents for year ended 28.2.06	8 %	\$10
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	\$15,000	\$2,864	80 cents for 1905	6 1/2 %	\$9.50
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	\$410,000	\$52,291	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited .....	200,000	\$10	\$10	\$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19
Hall & Holtz, Limited .....	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$24 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 { 6 cents	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	\$60,000	\$2,790	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$14 1/2 buyers
Hongkong Ice Company, Limited .....	5,000	125	125	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$36
Hongkong Rope Manufacturing Company, Ltd. ....	50,000	\$10	\$10	\$61,000	\$5,813	\$1 for 1905 on 5 shares	7 %	\$27
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	\$25,000	188	Final of 50 cents making \$1 for the year	13 1/2 %	\$7 1/2 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,003	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 sellers
Philippine Company, Limited .....	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	{ Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 95 sellers
Shanghai Waterworks Company, Limited .....	7,200	£20	£20	Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1905		Tls. 305 sellers
South China Morning Post, Limited .....	7,200	£20	£20	none	Dr. \$41,934	None		Tls. 280 sellers
Team Laundry Company, Limited .....	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$22 buyers
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited .....	9,000	\$10	\$4 1/2	\$525,000	\$752	{ 70 cents for year ended 31.5.1906 { \$9.90	{ 8 1/2 % 6 1/2 %	{ \$8 \$150
Do. (Founders) .....	100	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$12.85 sales
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$12.85 sales
William Powell, Limited .....	15,000	\$10	\$10	\$4,500	\$182	Final of 33 cts. making 80 cts. for the year ended 30th June, 1906	9 1/2 %	\$8 1/2
<b>DIVIDENDS PAYABLE.—</b>								
Canton Insurance Co. ....						\$20.00		Oct. 20th